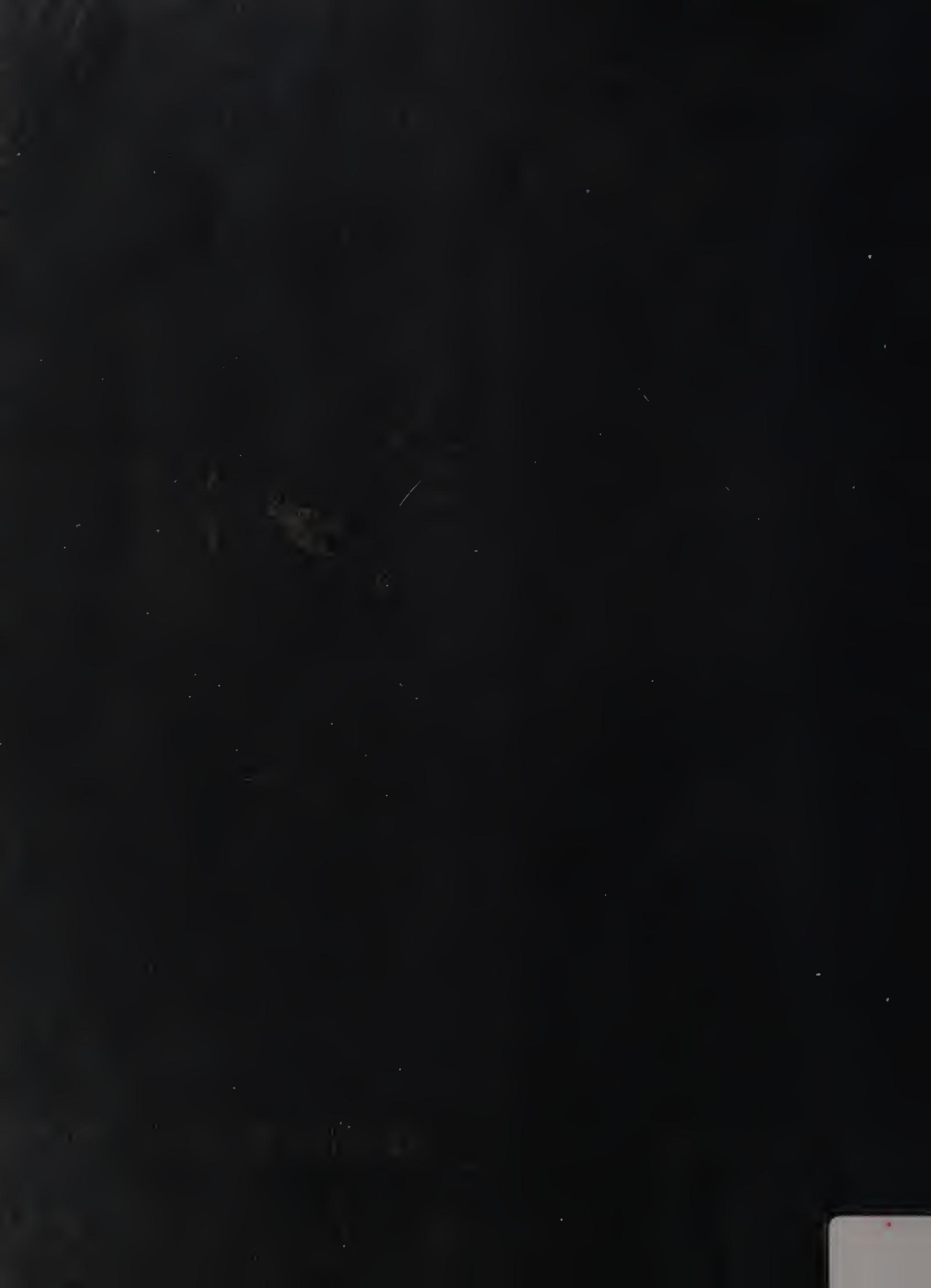


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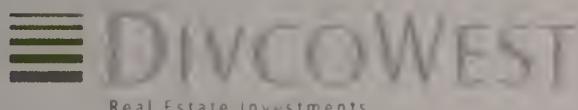
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REF

NOTICE OF PROJECT CHANGE

NorthPoint

**NorthPoint
Cambridge/Somerville/Boston,
Massachusetts**



Proponent:

**DW NP Property, LLC
c/o DivcoWest Real Estate Investments
One Kendall Square, Suite B3201
Cambridge, MA 02139**

Presented by:



BEALS + THOMAS
BEALS AND THOMAS, INC.
Reservoir Corporate Center
144 Turnpike Road
Southborough, MA 01772-2104

In collaboration with:

*Mintz Levin Cohn Ferris Glovsky and Popeo, P.C.
Vanasse Hangen Brustlin (VHB)*

***Submitted in compliance with the
Massachusetts Environmental Policy Act***

October 16, 2017

REF
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October 13, 2017

Secretary Matthew A. Beaton
Executive Office of Energy and Environmental Affairs
Attn: MEPA Office
100 Cambridge Street, Suite 900
Boston, MA 02114

Ms. Deirdre Buckley

Director, MEPA Office
Executive Office of Energy and Environmental Affairs

100 Cambridge Street, Suite 900
Boston, MA 02114

Reference: NorthPoint EEA #12650
Notice of Project Change
Cambridge/Somerville/Boston, Massachusetts

Dear Secretary Beaton and Director Buckley:

Pursuant to the provisions of 301 CMR 11.10(1), I am forwarding a Notice of Project Change for the Northpoint project, which comprises the transformation of approximately 45.4 acres of formerly vacant industrial/railroad land into a mixed-use development to contain residential, office/research and development and commercial uses, as well as approximately 11 acres of open space areas, internal roadways and related parking (the "Project").

The Certificate of the Secretary of Environmental Affairs on the Final Environmental Impact Report for the Project was issued on December 16, 2002, and since then, a portion of the infrastructure and roadway work within the project site has been completed, as have three residential buildings. Additional infrastructure work is underway, as is construction of the first commercial building at the Project, on Parcel JK.

Since the December 2002 issuance of the FEIR Certificate, the MEPA Office has issued four Advisory Opinions with respect to the Project, copies of which are included in this filing.



The purpose of this Notice of Project Change is to update the MEPA Office on the status of the Project, to request MEPA Office concurrence on proposed changes in the phasing of the development of certain buildings within the Project as approved by the City of Cambridge, and to request minor modifications to (i) the phasing of certain off-site transportation mitigation commitments of the Proponent in light of ongoing and planned bridge work being undertaken by the Massachusetts Department of Transportation ("MassDOT"), and (ii) the timing of the Proponent's obligations relative to the Urban Ring Project due to that project's suspension by MassDOT. Overall, the Project has not changed in terms of the total amount of development planned, the number of building parcels, the permitted uses and mix of uses, the maximum number of parking spaces to be created, the open space commitments or the projected infrastructure that will be needed to support the Project.

Should you have any questions regarding this matter or require additional information, please do not hesitate to contact us at (617) 720 - 7400. We thank you for your consideration of this NPC.

Very truly yours,

A handwritten signature in black ink that reads "Mark Johnson".

Mark Johnson
DW NP Property, LLC

Enclosures

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Section 1.0
Notice of Project Change Application

Commonwealth of Massachusetts

Executive Office of Energy and Environmental Affairs ■ MEPA Office

Notice of Project Change

The information requested on this form must be completed to begin MEPA Review of a NPC in accordance with the provisions of the Massachusetts Environmental Policy Act and its implementing regulations (see 301 CMR 11.10(1)).

For Office Use Only
Executive Office of Environmental Affairs

MEPA Analyst:
Phone: 617-626-

EEA #12650		
Project Name: NorthPoint		
Street Address: North Point Boulevard		
Municipality: Cambridge, Somerville, Boston	Watershed: Charles River	
Universal Transverse Mercator Coordinates: 329100 meters E meters 4693230 N	Latitude: 42.372565N Longitude: -71.075325W	
Estimated commencement date: 2002	Estimated completion date: 2025, subject to market conditions.	
Project Type: Mixed-use	Status of project design: See narrative.	
Proponent: DW NP Property LLC, an affiliate of DivcoWest Real Estate Investments		
Street Address: 200 State Street, 12 th Floor		
Municipality: Boston	State: MA	Zip Code: 02109
Name of Contact Person: John P. Gelcich, AICP		
Firm/Agency: Beals and Thomas, Inc.	Street Address: 144 Turnpike Road	
Municipality: Southborough	State: MA	Zip Code: 01772
Phone: (508) 366 - 0560	Fax: (508) 366-4391	E-mail: jgelcich@bealsandthomas.com

With this Notice of Project Change, are you requesting:

a Single EIR? (see 301 CMR 11.06(8)) Yes No
a Special Review Procedure? (see 301 CMR 11.09) Yes No
a Waiver of mandatory EIR? (see 301 CMR 11.11) Yes No
a Phase I Waiver? (see 301 CMR 11.11) Yes No

Which MEPA review threshold(s) does the project meet or exceed (see 301 CMR 11.03)?

301 CMR 11.03(1)(a)(2) - creation of 10 or more acres of impervious area; 301 CMR 11.03(5)(4)(a) - new discharge or expansion in discharge to a sewer system of 100,000 or more gpd of sewage, industrial waste water or untreated stormwater; 301 CMR 11.03(6)(a)(6) - generation of 3,000 or more new average daily vehicle trips (adt) on roadways providing access to a single location; and 301 CMR 11.03(6)(a)(7) - construction of 1,000 or more new parking spaces at a single location.

Which State Agency Permits will the project require?

From the Department of Environmental Protection: Air Quality Plan Approval; Dewatering Permit; and Underground Injection Control Permit; From the Massachusetts Department of Transportation: Highway Access Permit for Monsignor O'Brien Highway reconstruction work (between Water Street and Museum Way and related intersections); Work Permits for highway road work; and Consent to Build on a Railroad Right-of-Way or Land Appurtenant Thereto; From the Massachusetts Water Resources Authority: Direct Connection Permit; From the Department of Conservation and Recreation: Construction and Vehicular Access Permit;

From the Massachusetts Historical Commission: Determination of No Adverse Effect on Historic Properties; and From the MBTA: Work license to cross Right of Way at Medford Street and Water Street. (8(m) Permit from MWRA and Sewer Extension and Connection Permit from MassDEP no longer required for the Project.)

Identify any financial assistance or land transfer from an Agency of the Commonwealth, including the Agency name and the amount of funding or land area in acres: Transfer of approximately six acres of land and certain easement rights from the MBTA as part of a 2011 land exchange agreement to enable MBTA to receive easement rights to facilitate the Green Line Extension project. In addition, the Proponent is pursuing an application for Infrastructure Investment Incentive ("I-Cubed") funding from the Commonwealth of Massachusetts in the amount of \$25 million.

PROJECT INFORMATION

In 25 words or less, what is the project change? Minor traffic mitigation changes resulting from unrelated State agency action (Massachusetts Department of Transportation bridge work); see full project change description beginning on Page 4.

Date of publication of availability of the ENF in the Environmental Monitor: (Date: 12/28/01)

Was an EIR required? Yes No; if yes,
was a Draft EIR filed? Yes (Date: 04/30/02) No
was a Final EIR filed? Yes (Date: 10/31/02) No
was a Single EIR filed? Yes (Date:) No

Have other NPCs been filed? Yes (Date(s):) No

If this is a NPC solely for lapse of time (see 301 CMR 11.10(2)) proceed directly to
ATTACHMENTS & SIGNATURES.

PERMITS / FINANCIAL ASSISTANCE / LAND TRANSFER

List or describe all new or modified state permits, financial assistance, or land transfers not previously reviewed: None.

Are you requesting a finding that this project change is insignificant? A change in a Project is ordinarily insignificant if it results solely in an increase in square footage, linear footage, height, depth or other relevant measures of the physical dimensions of the Project of less than 10% over estimates previously reviewed, provided the increase does not meet or exceed any review thresholds. A change in a Project is also ordinarily insignificant if it results solely in an increase in impacts of less than 25% of the level specified in any review threshold, provided that cumulative impacts of the Project do not meet or exceed any review thresholds that were not previously met or exceeded. (see 301 CMR 11.10(6)) Yes No; if yes, provide an explanation of this request in the Project Change Description below.

There is no increase in the total amount of development planned, in the number of building parcels, in the permitted uses and mix of uses, in the maximum number of parking spaces, in the open space commitments of the Proponent, or in the project infrastructure that will be needed to support the Project. The only requested changes relate to changes in (i) the timing of certain off-site intersection improvements to be undertaken by the Proponent as a result of the use of Monsignor O'Brien Highway as a detour route for unrelated State agency actions (i.e., rehabilitation of bridges by the Massachusetts

Department of Transportation (“MassDOT”), (ii) the timing of the Project mitigation obligations relative to the Urban Ring project due to its suspension by MassDOT, and (iii) changes in the overall phasing of the Project’s building program, which have been approved by the City of Cambridge.

FOR PROJECTS SUBJECT TO AN EIR

If the project requires the submission of an EIR, are you requesting that a Scope in a previously issued Certificate be rescinded?

Yes No; if yes, provide an explanation of this request _____.

If the project requires the submission of an EIR, are you requesting a change to a Scope in a previously issued Certificate?

Yes No; if yes, provide an explanation of this request _____.

SUMMARY OF PROJECT CHANGE PARAMETERS AND IMPACTS

Summary of Project Size & Environmental Impacts	Previously reviewed	Net Change	Currently Proposed
LAND			
Total site acreage	45.4 acres	0	45.4 acres
Acres of land altered	45.4	0	45.4
Acres of impervious area	35.6	0	±37.0
Square feet of bordering vegetated wetlands alteration	0	0	0
Square feet of other wetland alteration	0	0	0
Acres of non-water dependent use of tidelands or waterways	0	0	0
STRUCTURES			
Gross square footage	5,280,000 sf	0	5,245,854 sf
Number of housing units	±2,700	±400	±3,100 ⁽¹⁾
Maximum height (in feet)	220	0	220
TRANSPORTATION			
Vehicle trips per day	16,015	-35	15,980
Parking spaces	4,980	0	4,980 ⁽²⁾
WATER/WASTEWATER			
Gallons/day (GPD) of water use	~868,000	0	±853,000
GPD water withdrawal	0.7 MGD	0	0.7 MGD
GPD wastewater generation/ treatment	~740,000	0	±711,000

¹ Resulting from the market-driven reduction in the size of units; there will be no increase in the total amount of residential square footage at the Project.

² There is anticipated to be a decrease in the number of parking spaces at the Project resulting from the ability to utilize shared parking and transportation demand strategies to reduce the overall parking demand and thus the parking supply needed to support the Project.

Length of water/sewer mains (in miles)	2+/- (water) 1+/- (sewer)	0	±0.9 (water) ±1.5 (sewer)
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Does the project change involve any new or modified:

1. conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97? Yes No
2. release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction? Yes No
3. impacts on Rare Species? Yes No
4. demolition of all or part of any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth? Yes No
5. impact upon an Area of Critical Environmental Concern? Yes No

If you answered 'Yes' to any of these 5 questions, explain below:

PROJECT CHANGE DESCRIPTION (attach additional pages as necessary). The project change description should include:

- (a) a brief description of the project as most recently reviewed
- (b) a description of material changes to the project as previously reviewed,
- (c) if applicable, the significance of the proposed changes, with specific reference to the factors listed 301 CMR 11.10(6), and
- (d) measures that the project is taking to avoid damage to the environment or to minimize and mitigate unavoidable environmental impacts. If the change will involve modification of any previously issued Section 61 Finding, include a draft of the modified Section 61 Finding (or it will be required in a Supplemental EIR).

(a) Recently Reviewed Project. The Project as previously reviewed involves the redevelopment of an approximately 45.4-acre formerly industrial/railroad property as a mixed-use master-planned development consisting of approximately 3.1 million sf of residential space, approximately 2.1 million sf of commercial space, and approximately 11 acres of open space. As set forth in the FEIR Certificate with respect to the Project, MEPA jurisdiction is broad in scope.

(b) Project Changes. This NPC is intended to bring the MEPA Office current on the Project as it has evolved and been approved through local permitting and a series of Advisory Opinions issued by the MEPA Office and as certain required mitigation has been completed. This NPC also requests (1) approval for two minor changes to the timing of certain project mitigation – the first resulting from changes to and delays in the so-called “Urban Ring Project,” and the second, a change in timing of one portion of the Project’s off-site traffic mitigation, resulting from the unforeseen continued use of Monsignor O’Brien Highway by MassDOT as a detour route for ongoing and planned bridge work, and (2) MEPA Office concurrence with changes in the phasing of the development of certain parcels within the Project which have been approved by the City of Cambridge.

(c) Significance of the Project Changes. The proposed modifications and/or updates do not represent an increase in square footage, linear footage, height of the proposed structures (other than Building G, which will increase from 150 feet to 220± feet), depth, or other relevant measures of the physical dimensions of the Project, and the Project will not meet or exceed any new review thresholds, nor will the cumulative impacts of the Project meet or exceed any review thresholds that were not previously met or exceeded.

(d) Mitigation Measures. As described above, there are no new cumulative impacts, and the Proponent

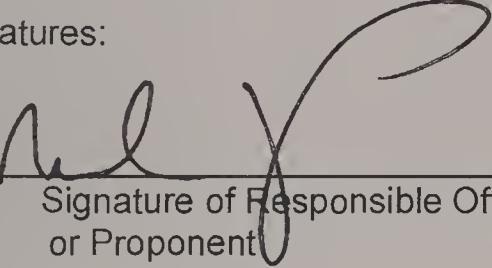
maintains a commitment to the previously approved mitigation as specified in the FEIR Certificate, with minor changes reflected in the narrative included with this NPC.

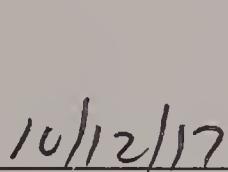
ATTACHMENTS & SIGNATURES

Attachments:

1. Secretary's most recent Certificate on this project **See Attachment A**
2. Plan showing most recent previously-reviewed proposed build condition **See Attachment B**
3. Plan showing currently proposed build condition **See Attachment B**
4. Original U.S.G.S. map or good quality color copy (8-1/2 x 11 inches or larger) indicating the project location and boundaries **See Attachment C**
5. List of all agencies and persons to whom the proponent circulated the NPC, in accordance with 301 CMR 11.10(7) **See Attachment D**
6. List of mitigation measures completed to date. **See Attachment E**

Signatures:


Date Signature of Responsible Officer
or Proponent


Date Signature of person preparing
NPC (if different from above)

Michael Carp
Name (print or type)

John P. Gelcich, AICP
Name (print or type)

DW NP Property LLC
Firm/Agency

Beals and Thomas, Inc.
Firm/Agency

200 State Street, 12th Floor
Street

144 Turnpike Road
Street

Boston, MA 02109
Municipality/State/Zip

Southborough, MA 01772
Municipality/State/Zip

(617) 914-8640

(508) 366 – 0560

Attachment A

FEIR Certificate



The Commonwealth of Massachusetts
Executive Office of Environmental Affairs
251 Causeway Street, Suite 900
Boston, MA 02114-2119

JANE SWIFT
GOVERNOR

BOB DURAND
SECRETARY

Tel. (617) 626-1000
Fax (617) 626-1181
<http://www.magnet.state.ma.us/envir>

December 16, 2002

**CERTIFICATE OF THE SECRETARY OF ENVIRONMENTAL AFFAIRS
ON THE
FINAL ENVIRONMENTAL IMPACT REPORT**

PROJECT NAME	:	North Point Commercial/Residential Development
PROJECT MUNICIPALITY	:	Cambridge
PROJECT WATERSHED	:	Charles River
EOEA NUMBER	:	12650
PROJECT PROPONENT	:	North Point Land Company LLC c/o Spaulding & Slye
DATE NOTICED IN MONITOR	:	November 9, 2002

The Secretary of Environmental Affairs hereby determines that the Final Environmental Impact Report (FEIR) submitted on the above project **adequately and properly complies** with the Massachusetts Environmental Policy Act (M.G.L. c. 30, ss. 61-62H) and with its implementing regulations (301 CMR 11.00). The project may now proceed to state permitting and other agency actions.

Overview

The North Point region of Cambridge, Somerville, and Boston is a prime example of former industrial lands that are now available for vital new uses. The area enjoys access to MBTA transit rail services, and to the Metropolitan District Commission's revitalized Charles River Basin parks system. This 5.2 million square foot (sf) project, along with an adjacent 767-unit residential project which recently completed MEPA review (EOEA #12651), have the potential to transform North Point into a lively new mixed-use neighborhood, consistent with the recent comprehensive planning conducted by the City of Cambridge. This approach to urban redevelopment is consistent with the smart growth goals of Executive Order 385 and EOEAs Community Preservation Initiative. The project should serve as a model for transit-oriented development, by linking private investment to new stations and rights-of-way for the MBTA's Green Line, Urban Ring, and surface bus services. The project also offers the opportunity to reclaim a parkway / boulevard character for a major stretch of the O'Brien/McGrath Highway (Route 28), consistent with the goals of EOEAs Historic Parkways Initiative.



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Over the past year, state and local environmental, transportation, and planning agencies, as well as citizens organizations and the public in general, have extensively reviewed this project. The Transportation Working Group (representing North Point Land Company (NPLC), MBTA, Cambridge, Somerville, and Boston) was convened to address issues arising from the DEIR review, and has met on a regular basis since the Certificate was issued. Issues related to project phasing and coordination with the CES development, traffic analysis methodology and assumptions, transit rights-of-way, roadway infrastructure, and pedestrian planning were identified, and to a large extent, resolved.

I commend the proponent for these coordination efforts, and the Working Group for achieving consensus on complex issues in a short timeframe. This level of effort will need to be sustained throughout the 15-year phased project construction period, to achieve the standard-setting goals and objectives described in the FEIR. In particular, I have asked the MBTA and the proponent to continue working with members of the Urban Ring Citizens Advisory Committee (CAC), to explore several further design variants for the Phase II alignment of the Urban Ring project. As final project design and implementation proceed, the proponent should also coordinate with staff of the Metropolitan Planning Organization regarding the Route 28 corridor study, which is about to commence.

Project Description

The proposed project involves redevelopment of a 45.4-acre site into 5.1 million square foot (sf)¹ of mixed-use commercial, residential, retail, and hotel space (a total of 20 buildings) on separate parcels located within Cambridge, Somerville, and Boston. The site is nearly vacant, and has a history of industrial use. Approximately 43.7 acres of the proposed development site are located north of Monsignor O'Brien Highway, a Metropolitan District Commission (MDC) parkway, west of Charlestown Avenue/Gilmore Bridge and the MDC's Charles River Basin parks, and south of Massachusetts Bay Transportation Authority (MBTA) Commuter Rail and Orange Line tracks. Northern segments of the project site lie within the boundaries of Somerville (approximately 5 acres) and Boston (approximately 1.5 acres); the balance is within Cambridge city limits. Six acres of the northern portion, along the O'Brien Highway, are MBTA-owned and contain approximately 800 parking spaces. The project site also straddles the rights-of-way for the MBTA Green Line Extension, and Phase 2/Bus Rapid Transit and Phase 3/Light or Heavy Rail of the MBTA's new Urban Ring transit project (EOEA #12565). Immediately abutting the project site to the southeast is a proposed 767-unit residential development, the Charles E. Smith (CES) project (EOEA #12651).

The project site also includes 1.7 acres south of O'Brien Highway, the current location of the MBTA's Green Line/Lechmere station. As part of this project, the proponent has committed to relocate the station on the north side of O'Brien Highway, and design and construct a new

¹ Since the DEIR review, the MacGray parcel has been removed from the proposed site plan, reducing the project by 260,000 sf (145,000 sf residential, 115,000 sf office/lab), and reducing the site area by 2.5 acres.

multimodal transportation facility. The Lechmere Station site will be redeveloped as Lechmere Square, consisting of hotel and residential space.

As described in the FEIR, approximately half of the project area will be developed into 2,300 to 2,700 residential housing units and a 90-room hotel (3.1 million sf). The balance of the site will contain approximately 2.1 million sf of commercial space for office, laboratory and retail uses. Building heights will range from 65 to 220 feet, with the tallest structures proposed along Charlestown Avenue and the northern site boundary abutting the MBTA rail yards.

New streets and pedestrian/bicycle routes will connect the site to the East Cambridge local street network, the Gilmore Bridge, and the MDC parkland network. New stormwater and sanitary sewer infrastructure will also be installed as part of the project. Approximately 10 acres will be developed as permanent open space, including a new six-acre Central Park, connecting to a landscaped West Boulevard and an extension of First Street, as well as several smaller landscaped parks.

The project also includes parking for 4,980 vehicles (2700 residential, 2100 tenant, 180 Lechmere Square) located in above-grade parking structures along the north of the site, near the railroad tracks, and below-grade within development parcels. In addition, 300 replacement parking spaces will be provided for the MBTA. According to the FEIR, at full build the project is expected to generate approximately 16,015 new vehicle trips on an average weekday (1695 morning peak hour, 1840 evening peak hour) based on ITE fitted curve equations.

Project Phasing

Since the DEIR review, the project has been subdivided into three phases over the 15-year build-out, with each phase linked to public improvements and specific mitigation commitments:

- Phase IA – construction of 6 buildings, commencing near the Gilmore Bridge, comprised of approximately 1,480,000 sf of commercial and residential space, and 1,635 parking spaces. Phase IA also includes creation of 4 acres of the Central Park, with pedestrian and bicycle connections within the site and to the bridge. The proponent has committed to completing the final design of the new Lechmere Station, and transferring legal easements to the MBTA for the Urban Ring Phase 2 and 3 rights-of-way, during this phase.
- Phase 1B – construction of 7 buildings, comprised of 1,800,000 sf of commercial and residential space, and 1,915 parking spaces. The proponent will commence construction of the new Lechmere Station. The Central Park will be completed, as well as the public plaza connecting to the Gilmore Bridge.

- Phase II – construction of approximately 2,000,000 sf of commercial, residential, and hotel space (Lechmere Square), and 1,430 parking spaces. The Lechmere Station and the First Street Extension will be completed.

The proponent has committed to initiating a comprehensive set of TDM measures, beginning in the earliest phase of development, as well as wastewater/stormwater and roadway infrastructure improvements.

Jurisdiction

The project is undergoing MEPA review and requires the preparation of a mandatory EIR, pursuant to Sections 11.03 (6)(a)(6) and (7) of the MEPA regulations, because it involves state agency actions, and will generate more than 3000 new vehicle trips per day and includes construction of more than 1000 new parking spaces. The project will require the transfer of six acres of state land from the MBTA, an Access Permit from the Metropolitan District Commission (MDC), and a Sewer Connection and Extension Permit from the Department of Environmental Protection (DEP). A National Pollutant Discharge Elimination System permit is required from the U.S. EPA to address construction and post-development drainage impacts. Because the project involves a transfer of state-owned land, MEPA jurisdiction is broad, and is conferred over any aspect of the project with the potential to cause significant Damage to the Environment. In this case, MEPA jurisdiction includes issues related to land alteration, transportation, air quality, noise, stormwater/wastewater impacts, public open space, and historic/archaeological impacts. The project is also undergoing detailed local review under Cambridge zoning (special permit process under recently adopted East Cambridge rezoning), Boston zoning (Article 80 large project review), and Somerville zoning (planning study prior to rezoning).

TRANSPORTATION

Traffic Analysis

Through coordination with the Transportation Working Group, the proponent has been able to respond to several concerns expressed by commenters regarding the traffic analysis contained in the DEIR. The FEIR documents the coordination of information during the group's meetings, and includes a revised traffic analysis.² As requested in the DEIR Certificate, additional developments proposed in Somerville (Assembly Square) and Boston were incorporated into the analyses. It also includes a 2006 and 2010 Build and No Build conditions to address interim phase impacts and mitigation. The Transportation Demand Management (TDM) has also been expanded, as discussed in the next section.

² To be conservative, the revised analysis includes development of the MacGray parcel.

Since the DEIR, the traffic study area was broadened to evaluate impacts to Leverett Circle, and additional intersections in Somerville and Cambridge. According to the DEIR and FEIR, traffic conditions will be improved under the Full Build condition, with mitigation, versus the No Build scenario. The proponent has committed to changes in roadway geometry, signal upgrades, and pedestrian improvements at key intersections including O'Brien Highway/Land Boulevard/Gilmore Bridge and Cambridge Street/First Street Extension.

Transit Facilities

The proponent has agreed to design and construct a relocated Lechmere Green Line station on the north side of O'Brien Highway. This agreement will constitute a significant traffic mitigation commitment for Phase II of the project. The new location would enable the MBTA to complete the extension of the Green Line to Somerville and Medford by the year 2011, as required under the 2000 MOU between DEP and EOTC that restated the Central Artery transit commitments.

The FEIR includes a summary of relevant portions of that agreement, and a conceptual design for the Lechmere station relocation. According to the FEIR, the new station will meet current and projected transit demand, with capacity for all three phases of the Urban Ring. Should the proponent become unable to meet milestones within the prescribed timeframe, the agreement can be terminated, to maintain the MBTA project schedule.

The ENF Certificates for the Urban Ring and this project require a demonstration that project-related activities will have no adverse impacts upon rights-of-way for any phase of the Urban Ring. Phase I consists of surface bus routes, which may be accommodated upon the existing surface street network. Phase II consists of Bus Rapid Transit (BRT), to be located to the maximum extent possible in separate dedicated busways. Current plans for Phase II include a busway that crosses the project site to link the Community College Orange Line station and the Lechmere Green-Line station. Current plans for Phase III involve a light-rail or heavy-rail tunnel that crosses the project site below grade, heading roughly north from the relocated Lechmere Station and passing below First Street and adjacent development parcels. The proponent has committed to transfer easements to the MBTA for both the Phase II and Phase III rights-of-way.

Comments on the Phase II alignment shown in the FEIR have raised the possibility that a further variant on the current design may better accommodate the MBTA's transit needs, without detriment to the development goals of the NPLC project. I am therefore asking the MBTA and the proponent to work with members of the Urban Ring Citizens Advisory Committee (CAC) (representatives of the three communities, plus at least two additional members drawn from the Land Development Subcommittee), to explore the following three design variants:

- An alignment entirely within the MBTA's commuter rail yard
- An alignment largely within the commuter rail yard, with a minor impingement on the NPLC site

- An alignment that impinges more deeply on the NPLC site, accompanied by air-rights development of parking garage structures over the MBTA rail yard.

It is a presumption of this study process that no new design shall decrease the overall density of the NPLC project, or redistribute the location of development to the detriment of any of the three communities. The MBTA shall take the lead in preparing a final report, to be based upon a detailed survey of existing conditions. The proponent shall provide technical assistance on development-related issues. The report shall be submitted to this office and the full Urban Ring CAC no later than March 31, 2003, and its provisions shall be incorporated into the MBTA's Final Section 61 Finding for this project and the DEIR for the Urban Ring project.

Pedestrians and Bicyclists

The proponent has committed to a number of pedestrian and bicycle improvements that are intended to accommodate the projected near and long-term demand, and to promote alternative travel to and through the site. New sidewalks and crosswalks will be installed at key intersections along O'Brien Highway, Cambridge Street, and the main entry to the site at the First Street Extension. The site plan includes a substantial widening of the sidewalk on the north side of the Gilmore Bridge, which will connect to the site via a pedestrian plaza. I expect the proponent to make appropriate commitments that the plaza and the vertical connection to the Central Park will have permanent 24-hour accessibility and security, to maximize their utility. According to the FEIR, a range of pedestrian-friendly streetscapes will be incorporated in the site design. The improvements to O'Brien Highway, and the Gilmore Bridge, will commence with Phase 1A of the project.

To facilitate bicycle travel, bike lanes will be included in the internal roadway design, and subsequently connected to lanes planned for local streets. The bicycle lane network will also link the site to the MDC North Point Park, and in the future, to the proposed Somerville Community Path. I urge the proponent to identify an operator for the proposed bicycle center (perhaps to be located in an existing building on-site) in an early phase of the project.

As indicated earlier in this Certificate, the majority of the Central Park will be constructed during Phase 1A of the project. I expect the proponent to enter into legally binding agreements to preserve the open space in perpetuity.

Parking

The FEIR commits to parking ratios of 1.0 space per residential unit and 1.0 space per 1000 commercial sf, for a total of approximately 4,980 spaces. The proponent has also committed to maintaining interim Phase 1A/1B parking ratios at no greater than 1.25 spaces / 1000 sf. If on-street parking is allowed along private streets, it will be included in the 4,980-space inventory. No commercial public parking facilities will be provided, and residential and

tenant parking will be provided at market rates. The parking plan complies with the Cambridge Vehicle Trip Reduction Program and applicable DEP and EPA parking regulations. A summary of the parking commitments must be included in the Final Section 61 Finding.

Transportation Demand Management

In the FEIR, single occupancy vehicle (SOV) mode share is projected to be 50% during the Phase IA/1B, and 40% at Full Build, with a 48% transit share at Full Build. A substantial mitigation plan will be required for this project to achieve the predicted mode shares and significant SOV reduction goals. The proponent has performed extensive research and analysis into the effectiveness of a wide array of Transportation Demand Management (TDM) measures to increase non-SOV mode shares. The current program includes:

- Onsite transit pass sales, with free first monthly MBTA pass for new residents
- Transit pass subsidies (up to 50% for office employees)
- Preferential parking for vanpools/carpools
- Bicycle lanes, storage and services at the relocated Lechmere station
- ZipCar availability
- Guaranteed Ride Home
- Membership in the Charles River Transportation Management Association
- Shuttle bus connections to the MBTA Red Line/Kendall Square Station
- Caravan for commuters

TDM program participation will be required of future developers, owners, and tenants through "carry forward" provisions, legally binding commitments that may be included in lease agreements, easements, or contracts. Each affected city will also require the proponent to commit to TDM program development, and will perform compliance monitoring, and reporting, through local processes (i.e. Cambridge Parking and TDM Plan, Boston Transportation Access Plan Agreement). The Final Section 61 Findings must include all proposed TDM measures.

OTHER ISSUES

Stormwater/Wastewater

Stormwater flows will be fully separated from CSO discharges, and will be connected to a new outfall to the Charles River, in the vicinity of the proposed North Point Park. The closed drainage system, which will include hooded catch basins with deep sumps, will also serve the adjacent CES site. The proponent has committed working with city agencies to identify and implement Best Management Practices (BMPs) under DEP's Stormwater Management Policy, including infiltrating rooftop runoff, wherever feasible. The proponent should continue to consult with the MWRA to ensure that the proposed outfall location does not adversely impact environmental resources.

Wastewater flows from the project, the CES development, and communities north of O'Brien Highway will also be conveyed through a dedicated sanitary sewer, further reducing discharges to the CSO system. In addition, the proponent has committed to a 3:1 infiltration/inflow (I/I) removal plan (2.2 million gallons, based on average flow rates), as further mitigation. The proponent has consulted with the Cambridge Public Works Department, MWRA, and DEP to develop a plan to remove stormwater inflow from the CSO system beyond the NPLC site. Comments from DEP indicate overall approval of the plan, with details to be specified as the project progresses.

Historic/Archaeological

According to the FEIR, although historic resources listed on the Massachusetts Historical Commission (MHC) inventory are in the site vicinity, none will be adversely affected. MHC has reviewed the requested archaeological survey and has approved an intensive survey plan. The proponent has committed to completing the requested intensive survey and submitting results to MHC, and the Cambridge Historical Commission (CHC) for review.

Construction Period Impacts

According to the Draft Construction Management Plan (CMP) included in the DEIR, the proponent has committed to limiting onsite parking for workers. The Final CMP should allocate minimal parking, and require that construction workers be included in the TDM program, to further reduce traffic impacts during the construction period.

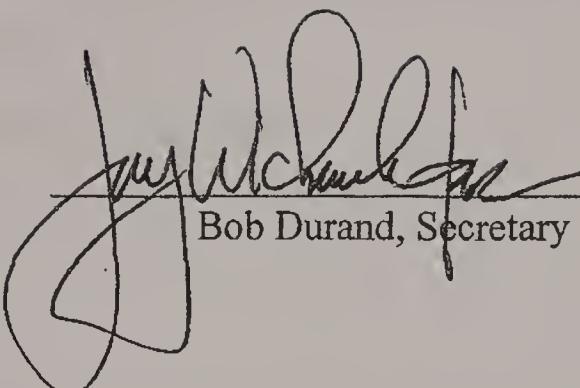
The proponent has agreed to participate in DEP's Clean Air Construction Initiative to minimize emissions from diesel-powered construction equipment. The proponent must also consult with all three cities to develop a CMP that includes every feasible measure to minimize fugitive emissions during the extended construction period, given the close proximity of the site to densely populated residential neighborhoods. All construction-related mitigation and TDM measures must be included in the Final Section 61 Findings.

Mitigation / Section 61 Finding

The FEIR includes Draft Section 61 Findings specifying mitigation measures in areas of impact identified during the MEPA review process. The Final Section 61 Finding will be included with all state permits issued for this project, and will be considered binding upon the proponent as mitigation commitments. To the extent that the project will be implemented in phases, specific mitigation commitments must be linked to specific phases or increments of development. A copy of the Section 61 Findings must be forwarded to the MEPA Office.

December 16, 2002

Date



Bob Durand, Secretary

cc: Urban Ring CAC members
 Steve Lipman, P.E. – DEP/Boston

Comments received:

11/19/02 Massachusetts Historical Commission
11/22/02 John S. Allen
11/25/02 Bryce Nesbitt
12/3/02 Stephen H. Kaiser
12/5/02 New Ecology, Inc.
12/6/02 Greenman – Pedersen, Inc.
12/6/02 Metropolitan Area Planning Council
12/8/02 Association of Cambridge Neighborhoods
12/9/02 Bhupesh Patel
12/9/02 Somerville Bicycle Committee
12/9/02 Association of Cambridge Neighborhoods
12/9/02 Inner Core Committee
12/9/02 Brickbottom Condominium Trust
12/9/02 Conservation Law Foundation
12/9/02 Clark Frazier
12/9/02 Boston Transportation Department
12/9/02 City of Cambridge
12/9/02 City of Somerville
12/9/02 Department of Environmental Protection – Boston
12/9/02 Schnader Harrison Goldstein & Manello
12/9/02 Massachusetts Water Resources Authority
12/9/02 Wig Zamor
12/9/02 Stephen H. Kaiser
12/9/02 Metropolitan District Commission
12/10/02 Charles River Watershed Association
12/11/02 Boston Environment Department
 Urban Ring Citizen's Advisory Committee

Attachment B

Most Recent Previously-Reviewed Proposed Build Condition

and

Currently Proposed Build Condition

Figure 2-1

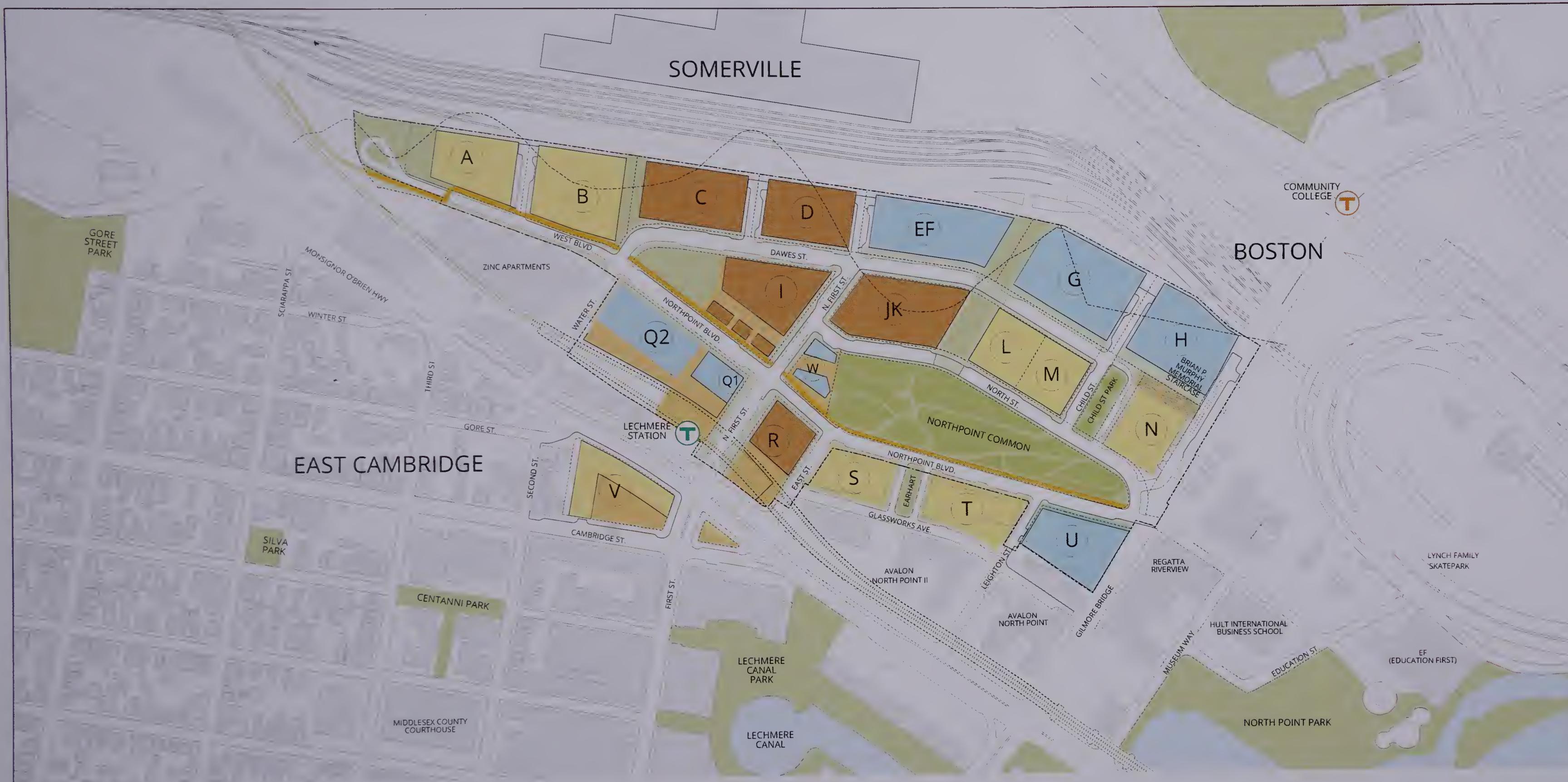
Figure 2-1

North Point



NORTHPOINT

Table 1:
GFA by Block



LEGEND

Residential

Commercial

Residential, Commercial or Mixed-Use

	GFA	USE
A	175,000 gfa	RESIDENTIAL
B	373,000 gfa	RESIDENTIAL
C	348,000 gfa	MIXED-USE
D	340,000 gfa	MIXED-USE
EF	400,000 gfa	COMMERCIAL
G	410,000 gfa	COMMERCIAL
H	345,000 gfa	COMMERCIAL
I	390,000 gfa	MIXED-USE
JK	370,000 gfa	MIXED-USE
L	286,000 gfa	RESIDENTIAL
M	208,400 gfa	RESIDENTIAL
N	394,000 gfa	RESIDENTIAL
Q1	17,675 gfa	COMMERCIAL
Q2	147,387 gfa	COMMERCIAL
R	148,945 gfa	MIXED-USE
S	112,398 gfa	RESIDENTIAL
T	242,194 gfa	RESIDENTIAL
U	320,000 gfa	COMMERCIAL
V	199,855 gfa	RESIDENTIAL
W	18,000 gfa	COMMERCIAL
	5,245,854 gfa	

Table 2:
Special Permit Approved GFA (Entire Master Plan)

Maximum Non Residential:	2,185,062 gfa
Minimum Residential:	3,060,792 gfa
Maximum Total:	5,245,854 gfa

Attachment C

U.S.G.S. Map



USGS Quadrangle Boston South

Scale 1:24,000
1 inch - 2000 feet
1000 0 1000 2000 Feet

USGS Site Locus
North Point

Section 2.0
Project Narrative

2.0 PROJECT NARRATIVE

2.1 Introduction

The project site comprises approximately 45.4 acres of formerly industrial and railroad land located predominantly in Cambridge, with smaller portions located in Somerville and Boston (“Project Site”). The original developer of the Project was the North Point Land Company LLC, which was also the original Project proponent under MEPA. Successor development entities pursued the permitting, planning and pre-development work for the Project, and discrete parcels were conveyed to third parties, including Parcel N (now an apartment building), Parcels S and T (now residential condominium buildings), Parcel W (not yet developed), Parcel JK (now under development) and a parcel acquired by the MBTA called the “Crossover Parcel,” which will afford the MBTA access to its facilities in Somerville.¹

DW NP Property, LLC (the “Proponent”), an affiliate of DivcoWest Real Estate Investments, acquired the Project Site (with the exception of the previously-developed Parcels N, S, and T, Parcels JK and Parcel W, the MBTA “Crossover Parcel” and Parcel QR recently acquired from the MBTA) in August 2015. DivcoWest, founded in 1993, is a privately-owned real estate investment, development and management company with offices in San Francisco and Boston, and it owns more than 30 million square feet of commercial space throughout the United States. DivcoWest has made significant recent investments in the East Cambridge and Kendall Square neighborhoods by acquiring and repositioning the Davenport Building on First Street and the One Kendall Square mixed-use complex. It also acquired and later sold the 399 Binney Street commercial property.

The NorthPoint project (“Project”) will be a mixed-use development of approximately 5,245,854 square feet (“sf”) of gross floor area (“GFA”) in size (of which approximately 2,185,062 sf will comprise residential uses and approximately 3,060,792 sf will comprise commercial uses), as well as approximately 11 acres of open space areas and a maximum of 4,980 parking spaces, all as previously approved under MEPA. There are no changes proposed in this Notice of Project Change (“NPC”) with respect to the total amount of development planned or the mix of uses, the related parking to be created or the open space commitments to be fulfilled by the Proponent.

The Project Site is well-served by transit service by means of the MBTA’s Orange Line Community College Station and the Green Line Lechmere Station. In addition, multiple MBTA bus lines originate and terminate at Lechmere Station. The extensive Charles River park system, including the nine-acre North Point Park, is adjacent to the Project and features a convenient pedestrian/bicycle connection to Charlestown via the North Bank Bridge. Additional public amenities in the area include the Lynch Family Skate Park and an extensive multi-use path within the Project Site, which will ultimately

¹ The Project site plan is included in Attachment B.

connect the Project to the Somerville Community Path to the west and North Point Park and the Charles River park system to the east.

Prior to the Proponent's acquisition of Northpoint, two residential condominium buildings were constructed on Parcels S and T with a total of 329 units, and one apartment building was constructed on Parcel N (Twenty|20) consisting of 355 apartment units and approximately 8,600 sf of ground floor retail space. In conjunction with those buildings, NorthPoint Common, a four-acre central open space area, and various internal road segments (East Street, Glassworks Avenue, Leighton Street and a significant portion of NorthPoint Boulevard) were also constructed by a prior proponent/developer to help set the stage for future building development at Northpoint. Other completed Project components include the following:

- the 17,000 sf Child Street open space;
- the Brian P. Murphy Memorial Staircase and associated elevator and grooved bicycle runnel, which provide pedestrian and bicycle connections to the Gilmore Bridge as well as portions of North Street and Child Street; and
- the first segment of the multi-use path, which opens up pedestrian and bicycle connectivity to the Somerville Community Path to the west, and North Point Park and the larger Charles River park system to the east.

In addition, construction of a commercial building on Parcel JK, which is located partially in Cambridge and partially in Somerville, commenced in June 2017. It will be the first commercial building at the Project and is expected to contain primarily office and research and development uses.

In order to comply with another aspect of the FEIR MEPA Certificate, a predecessor proponent also commissioned an extensive historical/archaeological study of the Project Site as called for under the FEIR Certificate. The study was undertaken by the Public Archaeology Laboratory, Inc., and the study concluded that no further archaeological investigations were recommended for the Project or for the Lechmere Station Relocation Project "Area of Potential Effect." The results of that study were shared with the Massachusetts Historical Commission (MHC) and the City of Cambridge Historical Commission. MHC issued a determination letter dated December 15, 2006, concurring with the study's conclusion that no further archaeological investigations at the Project Site would be required.

The Proponent has agreed to make significant additional financial contributions and undertake physical improvements in conjunction with the development of the Project. The most significant financial commitment is the \$12,500,000 the Proponent has agreed to commit toward the construction of the Green Line Extension Project ("GLX Project"), subject to the terms and conditions of a legal agreement between the Proponent and the City of Cambridge. The Proponent has also agreed to replace the municipal water main

located in Monsignor O'Brien Highway adjacent to the Project Site at the request of the City of Cambridge.

In May 2017, the Proponent entered into an amendment to a 2011 land exchange and development agreement between a prior proponent/developer with the MBTA that provided for the Proponent's grant of temporary construction and permanent easement rights to the MBTA that are essential to the construction, maintenance and operation of the GLX Project. Through that agreement, the Proponent has also committed to undertake certain utility infrastructure work that will benefit the GLX Project. An affiliate of the Proponent recently acquired a 1.9 acre parcel that formerly housed an MBTA commuter parking lot, as contemplated in that land exchange and development agreement. That parcel forms a part of Parcels Q and R as shown on the Project site plan included in Attachment B to this NPC. The land exchange and development agreement with the MBTA also gives a Proponent affiliate the right to acquire the current site of the Lechmere Station (shown as Parcel V on the Project site plan) after the opening of the new, relocated Lechmere Station and the commencement of GLX service to the public. Under the land exchange and development agreement, the Proponent will be responsible for the maintenance of the plaza at the new Lechmere Station, exclusive of the MBTA station elements.

2.2 MEPA History

In 2002, the Project's original owner, North Point Land Company LLC, proposed to redevelop the 45.4± acre Project Site as a mixed-use master-planned development consisting of approximately 2,700 residential housing units and approximately 2.1 million sf of commercial space. Because the Project involved the planned transfer of State-owned land (*i.e.*, the transfer of approximately six acres from the MBTA as a part of a land exchange arrangement) in which the MBTA would receive property rights essential to the GLX Project, MEPA jurisdiction was determined to be broad and the Project was subject to full-scope review. The Project was also subject to MEPA review by virtue of requiring State permits and exceeding four MEPA thresholds: 301 CMR 11.03(1)(a)(2), creation of 10 or more acres of impervious area; 301 CMR 11.03(5)(4)(a), new discharge or expansion in discharge to a sewer system of 100,000 or more gpd of sewage, industrial waste water or untreated stormwater; 301 CMR 11.03(6)(a)(6), generation of 3,000 or more new average daily vehicle trips (adt) on roadways providing access to a single location; and 301 CMR 11.03(6)(a)(7), construction of 1,000 or more new parking spaces at a single location. MEPA review of the Project culminated with the issuance by the Secretary of Environmental Affairs of a Certificate dated December 16, 2002, finding that the final Environmental Impact Report ("FEIR") for the Project adequately and properly complied with MEPA and stating that the Project was "consistent with the smart growth goals of Executive Order 385 and EOEA's Community Preservation Initiative. The project should serve as a model for transit-oriented development, by linking private investment to new stations and rights-of-way for the MBTA's Green Line, Urban Ring, and surface bus services."

The MEPA Office subsequently issued four Advisory Opinions in connection with the Project. The first Advisory Opinion, dated August 20, 2010, confirmed that the lapse of time in starting construction of the Project would not require a Notice of Project Change or new Environmental Notification Form. The second Advisory Opinion, dated June 22, 2011, confirmed that the reassignment of certain mitigation responsibilities between the proponent and the MBTA, including most significantly, the MBTA's assumption of responsibility for construction of the new MBTA Lechmere Station, did not require additional MEPA review. The third Advisory Opinion, dated January 9, 2013, determined that no further MEPA review was required in response to certain modifications to the Project's Master Plan. Those changes resulted in the Project being slightly modified to include approximately 5,245,854 sf of GFA (approximately 3,060,792 sf of residential space comprising 3,100± residential units and approximately 2,185,062 sf of commercial space), and two additional acres of open space. The fourth and most recent Advisory Opinion, dated January 18, 2017, determined that no further MEPA review was required in connection with additional State agency action relating to the Project, namely financing under the ICubed program (authorized under Chapter 293 of the Acts of 2006, as amended by Chapter 129 of the Acts of 2008, Chapter 238 of the Acts of 2012, Chapters 52 and 287 of the Acts of 2014, and Chapter 219 of the Acts of 2016), because MEPA review had already been undertaken on a broad scope jurisdiction basis.

A copy of the FEIR Certificate is included as Attachment A to this NPC and copies of the four previously issued Advisory Opinions are included in this NPC at Section 4.0.

2.3 Notice of Project Change

The purposes of this NPC are (i) to bring the MEPA Office current on the Project as it has evolved and been approved through a series of Advisory Opinions, (ii) to update the MEPA Office on the required mitigation measures completed or underway thus far, (iii) to request MEPA Office concurrence in changes in the phasing of the development of certain parcels within the Project, and (iv) to request that the phasing of certain off-site traffic mitigation measures as approved through the FEIR Certificate be changed to accommodate certain bridge work being undertaken by the Massachusetts Department of Transportation ("MassDOT"). Overall, the Project has not changed in terms of the following:

- (a) the total amount of development planned;
- (b) the number of building parcels;
- (c) the permitted uses and mix of uses;
- (d) the maximum number of parking spaces;
- (e) the open space commitments; or
- (f) the projected infrastructure that will be needed to support the Project.

The Project is still divided into three phases (1A, 1B and 2). Although the proposed phasing of development at the Project has changed to reflect market demands and a

slightly modified subdivision of the Project Site (but still containing the same number of parcels (20)), the traffic-related impacts of those changes in phasing remain smaller in magnitude than the impacts reviewed and analyzed through the MEPA process and approved in the FEIR Certificate. This subdivision of the Project Site has allowed the Proponent to improve the connectivity of the proposed interior roadway network through slight modifications to its configuration. Included in Section 4.0 of this NPC is a table that sets forth the proposed changes in phasing parcels at the Project. The City of Cambridge has approved these changes in phasing through an amendment of the Project's Special Permit. In addition, the City of Cambridge has modified the Project's Special Permit to allow up to 0.5 parking spaces per 1,000 sf of retail use, while not authorizing any increase in the aggregate number of parking spaces at the Project.

This NPC requests approval for one minor change to the Project's mitigation resulting from matters outside of the control of the Proponent; that is, a change in timing of one portion of the Project's off-site traffic mitigation resulting from the continued use of Monsignor O'Brien Highway by MassDOT in connection with work on the Longfellow Bridge and the potential use of the same road in connection with future MassDOT bridge work.

2.4 Stormwater and Wastewater Design and Mitigation

Wastewater

There has been no change in the proposed discharge of wastewater from the Project; the total flow remains unchanged. The discharge system within Gore Street has been designed and the proposed direct connection to the MWRA Cambridge Branch Sewer/Cardinal Medeiros Interceptor via Gore Street is the route described as the Gore Street Alternative in the FEIR. The Proponent has facilitated the City of Cambridge's MWRA Direct Connect Permit application for the Gore Street Alternative, for which the City of Cambridge will be the permit holder; that application was filed in August 2017.

As stated in the FEIR Certificate, the Proponent has committed to a 3:1 infiltration/inflow (I/I) removal plan (2.2 million gallons, based on average flow rates), as mitigation. The Proponent has already ensured that stormwater flow generated from the Project Site and the adjacent AvalonBay Apartments site will not contribute to the CSO system but instead, to a dedicated stormwater outfall to the Lechmere Canal/Charles River constructed by the Proponent. This outfall is operating under the permit control of the City of Cambridge. In addition, although the FEIR Certificate was issued prior to the implementation of DEP's regulation of Total Maximum Daily Load (TMDL) for phosphorus discharges to the Lower Charles River Basin, the Proponent has revised the design of the NorthPoint stormwater management system at significant expense to satisfy the current discharge requirements of the TMDL. This design includes mitigation for portions of the Project that were constructed before the TMDL regulations were in place.

The Proponent has also consulted with the Cambridge Department of Public Works and the Massachusetts Water Resources Authority to develop a plan to remove I/I beyond the Project Site in order to satisfy the 3:1 mitigation requirement. The Proponent is currently designing stormwater/sanitary sewage separation projects near Kendall Square (Project 9ab) and within the O'Brien Highway relocation project to address this commitment. All of the proposed mitigation has been identified, has been constructed, or is in design.

Stormwater

The stormwater management system for the Project remains unchanged. The FEIR Certificate required that stormwater flows be fully separated from CSO discharges, and connected to a new outfall to the Charles River. The closed drainage system, which will include hooded catch basins with deep sumps, will also serve the adjacent AvalonBay Apartments (formerly the Charles E. Smith site), and remains unchanged. The related new outfall was constructed in 2007; it is operated by the City of Cambridge.

2.5 Project Master Plan and Phasing

As described above, the internal street layout and site plan for Northpoint has been modified, as approved by the cities of Cambridge and Somerville, to improve connectivity within the Project Site and between the Project Site and surrounding neighborhoods and public amenities. These street network changes resulted in a modified subdivision of the Project Site, but the Project still includes twenty (20) building parcels and the same mix of residential and non-residential uses. Included within Attachment B to this NPC is a copy of the updated Master Plan, together with a copy of the Master Plan most recently submitted to the MEPA Office (with the 2013 Advisory Opinion request) for the sake of comparison.

Additionally, at the time the FEIR was submitted, the City of Cambridge did not permit any parking spaces in the Project tied specifically to retail uses in the Project. The City has subsequently permitted up to 0.5 spaces per 1,000 of retail in the Project, but without increasing the total number of parking spaces permitted at the Project.

The revised site plan for the Project and market conditions have resulted in some changes to the phasing of the Project. There is a table included in Section 4.0 of this NPC comparing the phasing of the Project approved in the FEIR Certificate to the phasing of the Project under the updated Master Plan as approved by the City of Cambridge Planning Board. MEPA Office concurrence with these development phasing changes is sought through this NPC. The Proponent's traffic engineer for the Project, Vanasse Hangen Brustlin, Inc. (VHB), prepared a memorandum comparing the projected traffic impacts of the Project as currently designed to the projected traffic impacts studied in the FEIR. That memorandum is included with this NPC in Section 4.0, and concludes that the projected traffic impacts of the current Master Plan are slightly less than the projected traffic impacts of the Project as studied in the FEIR.

2.6 Off-Site Traffic Mitigation

Except with respect to the minor changes described below, the Project-related off site traffic improvements and traffic demand management (“TDM”) measures remain the same as discussed in the FEIR. Tables prepared by VHB comparing the traffic and TDM mitigation required for the Project and setting forth the status of each requirement is included in this NPC as part of Section 4.0.

Pursuant to the FEIR Certificate, intersection improvements at Monsignor O’Brien Highway/Land Boulevard and Monsignor O’Brien Highway/Museum Way (among others) are required to be constructed prior to occupancy of any building in Phase 1B of the Project. This roadway section is currently being used as part of the detour route for MassDOT’s Longfellow Bridge reconstruction, and may be used as a detour route for other State-sponsored transportation projects thereafter. Therefore, the planned work at the two above-referenced intersections cannot be undertaken until the bridge work is complete and the detours have ceased. Accordingly, in order to allow the development of Project to proceed while also ensuring that these intersection improvements can be completed in a timely manner, the Proponent has proposed that these intersection improvements remain obligations for which the Proponent is responsible, but that the timeframe for their implementation be shifted until the completion of any such detours. The Proponent has agreed with MassDOT, the City of Cambridge and DCR on a conceptual design for the improvements that will ultimately be constructed at these intersections. The final design of these improvements will commence later, when MassDOT’s construction completion date for the Longfellow Bridge is known. In addition, if at the time the Proponent wishes to undertake this mitigation work at the Museum Way and Land Boulevard intersections, the detour over this section of roadway is still in place, then the Proponent may satisfy this MEPA mitigation requirement by funding a MassDOT force account in the amount of \$2,085,000, which is the amount agreed to by the Proponent, DCR and MassDOT to complete the agreed-upon conceptual design referenced above. MassDOT, DCR and the City of Cambridge have agreed with this approach and have signed a letter agreement to that effect dated as of October 12, 2017; a copy of that letter agreement is included in this NPC as part of Section 4.0. In addition, the City of Cambridge has confirmed its approval of this approach in a July 11, 2017 Planning Board approval of a minor amendment to the Special Permit for the Project. Therefore, the Proponent requests that these transportation mitigation requirements for the Project be modified accordingly through the MEPA process.

A number of mitigation measures have been completed by the Proponent prior to the submission of this NPC, and they are shown on a plan included as Attachment E to this NPC. They include a vertical connection to the Gilmore Bridge by way of the Brian P. Murphy Memorial Staircase, which connects an open space on the north side of Dawes Street to the Gilmore Bridge and provides access to the Orange Line Station at Community College. This stairway greatly reduces the length of the pedestrian path across the bridge for pedestrians approaching from the East Cambridge neighborhood. A bicycle grooved runnel is included in the staircase design to accommodate bicycle access

to and from the Gilmore Bridge. In addition, an elevator has been constructed to enhance the vertical pedestrian connection between NorthPoint and the Gilmore Bridge and provide handicapped accessibility. The Project also had a requirement to expand the sidewalk space along the north side of the Gilmore Bridge through the provision of a plaza area between the new Twenty|20 residential building on Parcel N and the Gilmore Bridge; these sidewalk improvements have been completed.

2.7 Urban Ring

As part of the FEIR, the Proponent committed to preserving potential rights-of-ways and granting public highway easements within the Project Site for portions of Phase 2 and Phase 3 of the Urban Ring Project. The FEIR Certificate called for such legal arrangements to be put in place during Phase IA of the Project. In addition, a collaborative public/private study process on alternative designs for the Urban Ring was to be undertaken with the presumption that any such design would not decrease the overall density of the Project or redistribute the location of development to the detriment of the cities of Cambridge, Somerville or Boston. However, subsequently, as documented in the January 22, 2010 comment letter from the MassDOT Secretary to EOEA on EOEEA # 12565 and confirmed in the February 11, 2015 comment letter from MassDOT and the MBTA to the Massachusetts Department of Environmental Protection on the State Implementation Plan under the federal Clean Air Act, MassDOT is no longer advancing the Urban Ring project, including review of the project under MEPA. In addition, the Urban Ring Project is not included in the most recent Boston-area Regional Transportation Plan (“Charting Progress 2040”), which includes all transportation projects that can be built with anticipated MassDOT revenues between now and 2040. Therefore, no grant of easements agreement can be entered into by the Proponent and MassDOT at this time with respect to the Urban Ring Project, and the Proponent requests MEPA Office concurrence with deferring this required mitigation item until such time as the Urban Ring Project is advanced by MassDOT to a point where the execution and delivery of one or more such agreements would be legally possible.

Nonetheless, the Proponent has continued to plan and develop the Northpoint Project in such a way that a potential Urban Ring Bus Rapid Transit connection (Phase 2 of the Urban Ring) could be accommodated if the Urban Ring Project were to be advanced in the future. In particular, West Boulevard has been designed to accommodate the potential Urban Ring buses and an urban bicycle/pedestrian network connection as shown on the NorthPoint Quad 3 Roadway Network Schematic Plans included in this NPC as part of Section 4.0. In addition, the current design of the Project would not preclude the granting of public highway easements for the construction of Phases 2 and 3 of the Urban Ring project, should it progress in the future.

Section 3.0
Circulation List

State Agencies

Executive Office of Energy and Environmental Affairs
MEPA Office
100 Cambridge Street, Suite 900
Boston, MA 02114
Attn: Mr. Matthew Beaton, Secretary
(known as *Executive Office of Environmental Affairs* at time of FEIR)

Department of Environmental Protection
Commissioner's Office
1 Winter Street
Boston, MA 02108
Attn: Mr. Martin Suuberg, Commissioner

Massachusetts Historical Commission
The MA Archives Building
220 Morrissey Boulevard
Boston, MA 02125
Attn: Mr. Michael Comeau, Executive Director

Massachusetts Department of Transportation
Public/Private Development Unit
10 Park Plaza
Boston, MA 02116
(successor to *Massachusetts Turnpike Authority* at time of FEIR)

Massachusetts Department of Transportation
District #6
Attn: MEPA Coordinator
185 Kneeland Street
Boston, MA 02111
(successor to *Massachusetts Turnpike Authority* at time of FEIR)

Metropolitan Area Planning Council
60 Temple Place/6th floor
Boston, MA 02111
Attn: Mr. Marc Draisen, Executive Director

Massachusetts Water Resources Authority
Charlestown Navy Yard
100 First Ave, Building 39
Boston, MA 02129
Attn: Mr. Frederick Laskey, Executive Director

Department of Conservation and Recreation
251 Causeway Street, Suite 900
Boston, MA 02114-2104
Attn: Mr. Leo Roy, Commissioner
(known as *Metropolitan District Commission* at time of FEIR)

Municipal Agencies

City of Cambridge
Office of the Mayor
City Hall
795 Massachusetts Avenue
Cambridge, MA 02139
Attn: Honorable E. Denise Simmons, Mayor

Cambridge Historical Commission
Lombardi Building
831 Massachusetts Ave, 2nd Floor
Cambridge, MA 02139
Attn: Mr. Charles Sullivan, Executive Director

City of Cambridge
Community Development Department
344 Broadway
Cambridge, MA 02139
Attn: Ms. Iram Farooq, Asst. City Manager for Community Development

City of Cambridge
Traffic, Parking, and Transportation Department
344 Broadway
Cambridge, MA 02139
Attn: Mr. Joseph Barr, Director

Boston Redevelopment Authority,
d/b/a Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, MA 02201
Attn: Mr. Brian P. Golden
Boston Transportation Department

1 City Hall Square
Room 721
Boston, MA 02201
Attn: Commissioner Gina Fiandaca

Boston Environment Department
1 City Hall Square
Room 709
Boston, MA 02201
Attn: Mr. Austin Blackmon

City of Somerville
Somerville City Hall
93 Highland Avenue
Somerville, MA 02143
Attn: Honorable Joseph Curtatone

City of Somerville
Office of Strategic Planning and Community
Development
Somerville City Hall
93 Highland Avenue
Somerville, MA 02143
Attn: George Proakis

City of Cambridge
Public Library, Central Branch
449 Broadway
Cambridge, MA 02139
Attn: Administration

City of Cambridge
Public Library, O'Connell Branch
48 6th Street
Cambridge, MA 02139
Attn: Reference Desk
*(formerly a separate address of the East
Cambridge Branch at the time of FEIR)*

City of Cambridge
Public Library, East Cambridge Branch
8 Cambridge Street
Cambridge, MA 02139
Attn: Reference Desk

City of Somerville
Public Library, Central Branch
79 Highland Avenue
Somerville, MA 02143
Attn: Mr. Kevin O'Kelly

City of Boston
Public Library, Central Branch
700 Boylston Street
Boston, MA 02116
Attn: Curator of Government Documents

Other Interested Parties

Association of Cambridge Neighborhoods
12 Florence Street
Cambridge, MA 02139
Attn: Gary Dmytryk, President

Charles River Watershed Association
190 Park Road
Weston, MA 02493
Attn: Mr. Robert Zimmerman, Jr.

Conservation Law Foundation
62 Summer Street
Boston, MA 02110
Attn: Mr. Bradley Campbell

Bryce Nesbitt
170A Coolidge Hill
Cambridge, MA 02138

Association of Cambridge Neighborhoods
c/o John Moot
44 Coolidge Hill Road
Cambridge, MA 02138

Inner Core Committee - MAPC
60 Temple Place, 6th Floor
Boston, MA 02111

New Ecology, Inc.
The Greenworks Building
160 Second Street
Cambridge, MA 02142

Wig Zamore
13 Highland Avenue #3
Somerville, MA 02143

John Allen
7 University Park
Waltham, MA 02453

Brickbottom Condominium Trust
One Fitchburg Street, C125
Somerville, MA 02143

Thomas Graves Landing Condominium
4 Canal Park
Cambridge, MA 02141

EF – Education First
Two Education Circle
Cambridge, MA 02141
(Formerly EFEKTA Schools, Inc. at time of FEIR)

Regatta Riverview
Boston Residences, Inc.
Museum Way
Cambridge, MA 02141
(Formerly Museum Towers at time of FEIR)

Clark Fraser
130 Otis Street
Cambridge, MA 02141
(No longer located at this address (according to Cambridge Assessor database), no forwarding address known)

GPI-Greenman-Pederson, Inc.
61 Spit Brook Road, Suite 110
Nashua, NH 03060
(Consultant for the Thomas Graves Landing Condominium – TGLC will receive NPC)

Schnader Harrison Goldstein & Manello
265 Franklin Street
Boston, MA 02110
Attn: Mr. Gerard Goldstein
(Consultant for Regatta Riverview and EF-Education First, formerly known as Museum Towers and EFEKTA Schools, Inc. at the time of FEIR. Regatta Riverview and EF-Education First will receive NPC.)

Howard Stein Hudson
11 Beacon Street, Suite 1010
Boston, MA 02114
(Consultant for Regatta Riverview and EF-Education First, formerly known as Museum Towers and EFEKTA Schools, Inc. at the time of FEIR. Regatta Riverview and EF-Education First will receive NPC)

Commenters Not Receiving NPC

Stephen H. Kaiser
191 Hamilton Street
Cambridge, MA 02139
(Consultant to the Association for Cambridge Neighborhoods – ACN will receive NPC)

Joseph J. Joseph
20 Kassul Park
Cambridge, MA 02140
(No longer located at this address (according to Cambridge Assessor database); no forwarding address known)

Section 4.0 **Other Documentation**

NorthPoint – Updated Mitigation Matrix

NorthPoint Trip Generation Parcel Phasing Comparison Analysis

Project Phasing Table

Exhibit E, Completed Mitigation Measures

Phase 1B Mitigation Letter from Mass DOT and DCR

Update of Table 5-72 from the FEIR

TDM Programs

TDM Programs	Mitigation Action	Initial Timing and Duration	Status Update
Ensure TDM Plan requirements are carried forward by incorporation in binding legal agreements	Phase 1A – Ongoing	Included in Special Permit granted by the City of Cambridge; will be binding upon both residential and commercial building owners, and commercial tenants via space leases.	
Join the Charles River TMA	Phase 1A -Ongoing	Proponent to require that each building become a member of the Charles River TMA upon building occupancy. An EZRide shuttle stop is provided on NorthPoint Boulevard.	
Encourage tenants to join the TMA	Phase 1A - Ongoing	To be included in commercial space leases.	
Designate a North Point Transportation Coordinator	Phase 1A - Ongoing	The rental office management currently serves as the transportation coordinator at Twenty 20, and the condominium management office currently serves as the transportation coordinator at One and Two Earhart. These are the only completed buildings at Northpoint.	
Provide retail space for rental car company	Phase 1A - Ongoing	Retail marketing efforts will include rental car companies.	

Mitigation Action	Initial Timing and Duration	Status Update
Provide car sharing parking spaces	Phase 1A - Ongoing	Currently, there are 2 Zipcars available at the adjacent Avalon NorthPoint building. Additional car sharing spaces will be provided in response to market demand.
Provide priority and discount spaces for vanpools/carpools	Phase 1A - Ongoing	To be provided within garages in commercial buildings.
Schoolpool drop-off/pick up zones	Phase 1A - Ongoing	No demand for these at this time.
Provide occasional parking for non-SOV commuters	Phase 1A - Ongoing	To be provided within garages in commercial buildings
On-Site Sale of T passes	Phase 1A - Ongoing	On-line sale of MBTA passes is now available.
On-Site Marketing of T services	Phase 1A - Ongoing	On-line information is provided via MBTA “Transit” app; MBTA information is also available at existing residential buildings. MBTA information to be made available in future buildings.
Provide 50% subsidy for transit passes, up to \$65 per month	Phase 1A - Ongoing	To be set forth in commercial space leases.

Bike lanes on streets

Bike lanes have been constructed on existing internal NorthPoint roadways including East Street and NorthPoint Boulevard; will be constructed on the remaining internal roadways as they are built.

Phase 1A - Ongoing

Bicycle parking spaces in North Point garages and located near the T-Station

Phase 1A - Ongoing

There are 100 bike parking spaces (combined) located at One Earhart and Two Earhart, and 355 bike parking spaces located at the Twenty|20 residential building. There will be bicycle parking spaces in each building, including those near the relocated Lechmere MBTA station.

Outdoor bike racks on green

Phase 1A - Ongoing

There are currently 32 outdoor bike racks provided at NorthPoint. Additional bike racks will be added as each new building opens for occupancy.

Provide retail space for a bike station type bicycle shop

Full Build - As part of Parcel Q or Parcel R, with the relocation of Lechmere Station

Space for a self-service bicycle repair kiosk will be incorporated into the Northpoint project; future retail marketing efforts will include bicycle shops.

Provide lockers and showers

Phase 1A - Ongoing

To be provided within the commercial buildings to be constructed.

Coordinate with CARAVAN for Commuters, Inc.

Coordination with MassRides will be undertaken on a site-wide basis through

the Northpoint Owners Association.

Market alternatives to driving to new tenants/employees (re) locating to North Point

Phase 1A - Ongoing

To be coordinated on a site-wide basis through the Northpoint Owners Association.

Information dissemination, marketing, kiosks, events, signage, website

Phase 1A - Ongoing

To be coordinated on a site-wide basis through the Northpoint Owners Association.

Update of Table 5-73 from the FEIR
Alternative Mode Infrastructure

Mitigation Action	Initial Timing and Duration	Status Update
Retail uses along Gilmore Bridge/Charlestown Avenue	Phase 1A - As part of Parcel N Phase 1B – As part of Parcel H	The new pedestrian access created from the Gilmore Bridge provides access to retail space at Parcel N and future retail space to be created within the Northpoint development. For market-based reasons, retail space is not feasible along the Gilmore Bridge/Charlestown Avenue frontage.
Pedestrian access via bridge level traversed by stair, elevator and/or escalator to grade	Phase 1A - As part of Parcel N	The Brian P. Murphy staircase and associated elevator and grooved bicycle tunnel have been constructed at Parcel N. These connect the NorthPoint development with the Gilmore Bridge, which satisfies this requirement.
Work with the MDC to identify options for widening the sidewalk along the Gilmore Bridge	Phase 1A	Sidewalk has been widened adjacent to Parcel N through the creation of a plaza adjacent to the Gilmore Bridge to satisfy this requirement. Additional sidewalk widening will be provided in connection with future development adjacent to the Gilmore Bridge (Parcel H), subject to MassDOT approval.
Widening of sidewalk along the Gilmore Bridge	Phase 1A	Sidewalk has been widened adjacent to Parcel N through the creation of a plaza

Mitigation Action	Initial Timing and Duration	Status Update
	adjacent to the Gilmore Bridge to satisfy this requirement. Additional sidewalk widening will be provided in connection with future development adjacent to the Gilmore Bridge (Parcel H), subject to MassDOT approval.	

NorthPoint – Updated Mitigation Matrix

Central Park Open Space with pedestrian pathways and bicycle pathway from reconstructed Water Street to east end of site	Phase 1A - Ongoing	Pedestrian and bicycle pathways constructed as part of Central Park (NorthPoint Common) currently extend to East Street and will be extended to Water Street as further construction is undertaken.
Provide streetscape design - paving, street tree planting, signage, street furniture and pedestrian oriented street lighting	Phase 1A - Ongoing	Incorporated into designs for new streets to be created within Northpoint and as required by project permits from the cities of Cambridge and Somerville.
Public realm of sidewalks, trails, landscaped medians, boulevards, parks, and courtyards extends throughout the site as a continuous network	Phase 1A - Ongoing	Incorporated into the urban design and open spaces to be created within Northpoint, and required as part of city permits in Cambridge and Somerville.
Improved and new traffic signals at Water Street and Third Street for pedestrian crossings	Phase 1B	Currently being designed; construction planned for 2018.
Initiate design of MBTA Station	Phase 1A/Ongoing	The MBTA is designing the new Lechmere Station as part of the GLX project (see MEPA Advisory Opinion dated 6/22/11).
Initiate MBTA Station construction	Phase 1B/Ongoing	The MBTA is constructing the new Lechmere Station as part of the GLX project (see MEPA Advisory Opinion dated 6/22/11). In support of the GLX project, the Proponent has entered into a land exchange agreement with the MBTA to grant necessary property rights for the construction, operation and maintenance of the GLX Project.

Improvements to pedestrian and bicycle access across O'Brien Highway at First Street	Full Build - Part of Lechmere Station relocation	At Full Build.
Provide bicycle lanes on First Street Extension	Full Build - Part of Lechmere Station relocation as segments of First Street internal to the site are constructed	At Full Build; separate bicycle lanes are planned to be constructed on North First Street in 2018.
Extension of Central Park bicycle path along extended boulevard to future connection with Somerville Bicycle Path	Full Build - In association with the development of Parcels A, O, P and B.	At Full Build.

**Update of Table 5-74 from the FEIR
Roadway Infrastructure Improvements**

Mitigation	Initial Timing and Duration	Status Update
Signal Timing Adjustment - O'Brien Highway at Twin City Plaza Driveway	To be determined by DCR	Intersection is now under MassDOT control. MassDOT has requested signal coordination improvements which Proponent is incorporating into the redesign of Monsignor O'Brien Highway, the plans for which are currently under review by MassDOT. Estimated construction commencement 2018.
Reconstruction of O'Brien Highway at Third Street	Phase 1A	Design plans currently under review by MassDOT; estimated construction commencement 2018
Reconstruction of O'Brien Highway at Water Street	Phase 1A	Design plans currently under review by MassDOT; estimated construction commencement 2018
Reconstruction of O'Brien Highway at Cambridge Street/East Street/North First Street	Full Build - Part of Lechmere Station Relocation	Design plans currently under review by MassDOT; construction will occur after Lechmere Station relocation.

Left turn lane added from Gilmore Bridge onto O'Brien Highway at Land Boulevard/Charlestown Avenue

Phase 1A

Due to this section of Monsignor O'Brien Highway being part of the Longfellow Bridge detour route, and planned to be part of the North Washington Bridge reconstruction detour route, this mitigation will be completed at Full Build, with concurrence as to this change by MassDOT, DCR and the City of Cambridge (see letter agreement dated _____, 2017). The City of Cambridge has also approved this via a minor amendment to the Special Permit for the Project.

Re-striping of Industrial Way/Museum Way at O'Brien Highway

Phase 1A

Due to changes in pedestrian accommodations as part of the Craigie Bridge reconstruction (*i.e.*, the addition of a crosswalk on the south approach), MassDOT determined that this restriping is no longer needed to allow for a double left turn out of Museum Way.

Signal Timing Adjustment – Rutherford Avenue at the Gilmore Bridge/Austin Street

To be determined by DCR

This signal is now under MassDOT/City of Boston jurisdiction and no signal timing adjustment decision has been made.

Signal Timing Adjustment - Cambridge Street at First Street

Phase 1A and Phase 1B

Under review by MassDOT and the City of Cambridge: construction will take place after Lechmere Station relocation.

Parking Management

Mitigation	Status Update
There will be no commercial parking available for use by the general public for a fee.	Cambridge Planning Board has approved the allowance of off-street parking for retail uses up to a maximum of one space per two thousand (2,000) square feet of Gross Floor Area.
The existing parking at the site, which is not directly associated with the North Point development, will not increase above the current 800 spaces. At full build-out, the only existing parking permitted to remain will be approximately 300 MBTA spaces.	Currently conforms and at Full Build-out, will continue to conform.
The project parking supply will not exceed 2,100 spaces for non-residential uses and 2,700 spaces for residents on the North Point site. An additional 180 spaces may be provided on the existing Lechmere station parcel for the proposed residential and hotel uses. Any on-street parking on private ways will be included in the 4,800 North Point space count.	Currently conforms and at Full Build-out, will continue to conform. The project is expected to have fewer spaces than originally planned.
Residential parking will be limited to an overall ratio of 1.0 space per unit during all project phases.	Existing residential uses currently conform; future residential uses will also conform.
The parking space ratio for North Point's non-residential space at full build out will not exceed 1.0 space per 1,000 square feet.	The project will comply at Full Build.
The amount of parking available for employees and visitors of the new North Point commercial space will not exceed 1.25 spaces per 1,000 square feet during any interim development phase.	Currently conforms and at Full Build-out, will continue to conform.
Designated parking will be provided for carpoolers, vanpoolers, and car sharing.	Currently conforms/will continue to conform within future commercial buildings.

Mitigation	Status Update
The cost of the non-residential parking will be separate from the office leases and will be priced at market rates. The parking for the residents will not be included in the cost of the residence unit and will be priced at market rates. The hotel parking rates will be separate from the room rates and the pricing structure will be set to provide punitive rates for non-hotel users.	Parking garage spaces are an additional fee for residents when they rent an apartment at Twenty 20, as the parking fee is not included as part of the monthly rent payment. At the One and Two Earhart condominiums, parking garage spaces are an additional cost for residents when they purchase their condominium units. Future development will also conform.



To: Mark Johnson
DivcoWest

Date: August 8, 2017

Project #: 13369.00

Memorandum

From: Laura Castelli
Susan Sloan-Rossiter
VHB

Re: NorthPoint -- Traffic analysis of O'Brien Highway without
mitigation at Land Boulevard/Gilmore Bridge or Museum Way

DW NP Property, LLC (DivcoWest) has requested that VHB review the traffic operations at the intersections of O'Brien Highway/Land Boulevard/Gilmore Bridge and Charles River Dam Road/Museum Way under Build conditions for Phase 1A and Phase 1B of the mixed use, multi-phased NorthPoint development. Currently, certain improvements are required to be completed by DivcoWest at these intersections prior to occupancy of any Phase 1B building. These improvements include:

- **O'Brien Highway at Land Boulevard/Gilmore Bridge** – Construction of a third approach lane on the Gilmore Bridge approach to the intersection (westbound) and associated traffic signal timing and phasing modifications.
- **Charles River Dam Road at Museum Way** – Traffic signal timing changes that complement proposed geometric changes at the adjacent intersection.

The proposed improvements at these two locations are tied together due to the proximity of the intersections to one another (roughly 270 feet). Traffic signal timings at both locations are designed to work together as a system to improve traffic flow along the corridor. It is important to note that other proposed mitigation measures along O'Brien Highway, such as those proposed at Third Street and at Water Street (as well as a number of off-site traffic signal modifications being developed with the City of Cambridge) are still on track to be completed prior to the first Certificate of Occupancy for a Phase 1B building.

Although DivcoWest anticipates requesting its first certificate of occupancy for a Phase 1B building in the near term, the Land Boulevard/Gilmore Bridge corridor is currently serving as a detour route in connection with the Longfellow Bridge reconstruction. During this time, both intersections identified above are under the jurisdiction of the contractor and cannot be modified without delay or increased cost to the Longfellow Bridge project. MassDOT anticipates continuing to use this corridor as a detour route to facilitate replacement of the North Washington Street Bridge, which is expected to commence upon completion of the Longfellow Bridge reconstruction. Given the need for use as a detour route, these two intersections are expected to be under the jurisdiction of a contractor for the next several years. Thus, while DivcoWest remains committed to implementing the proposed improvements, it is necessary to delay the required timeframe for completion of these improvements (until such time when both bridges have been replaced and the detour routes are no longer needed), but still continue with the much anticipated creation of a vibrant new mixed use neighborhood in NorthPoint. This traffic analysis looks specifically at the impacts of Phase 1A and Phase 1B development on the O'Brien Highway corridor if no modifications are made to the subject intersections until Phase 2 (but all other Phase 1B traffic mitigation is completed), and requests that the City of Cambridge, MassDOT and DCR agree to allow the proposed improvements to be delayed until the first certificate of occupancy for a Phase 2 building.¹

¹This analysis assumes pre-Longfellow Bridge detour route geometric conditions at the O'Brien/Land Boulevard/Gilmore Bridge intersection, so as to provide a consistent traffic operations comparison. Information related

Findings

The results of the analysis indicate that overall traffic operations along O'Brien Highway would not be substantially impacted at the intersections of O'Brien Highway at Land Boulevard/Gilmore Bridge or Charles River Dam Road at Museum Way if the planned improvements for the two O'Brien Highway intersections are delayed until Phase 2 of the NorthPoint development construction.

At the intersection of O'Brien Highway at Land Boulevard/Gilmore Bridge, the primary impacts to vehicle delay occur during the morning peak hour in the southbound direction, which is attributed to the heavy traffic flow inbound to Boston. The mitigation proposed by the North Point project at this intersection not only addresses project-related impacts, but also existing delays along the corridor. With the addition of Phase 1A and Phase 1B traffic, an additional 30 left turns from O'Brien Highway to the Gilmore Bridge is the primary contributor to an increased delay (21 seconds overall). During the evening peak hour, individual movements may see some increased delay, but the overall intersection delay for all vehicles is reduced.

Specific to the intersection of Charles River Dam Road at Museum Way, the project's primary impacts to vehicle delay are noted exiting Museum Way, particularly during the evening peak hour. These delays are moderate (on average, 12 additional seconds during the morning and 23 additional seconds during the evening). However, overall intersection operations remain at level of service (LOS) C or better during both peak hours.

Table 1 summarizes the level of service results by movement for each intersection and compares them to future conditions without the construction of Phase 1B (the No Build condition). Locations where overall intersection levels of service are decreased are shaded.

Conclusion

The results of the analysis indicate that overall traffic operations would not be substantially impacted at the intersections of O'Brien Highway at Land Boulevard/Gilmore Bridge or Charles River Dam Road at Museum Way if the planned improvements for these two intersections are not constructed until Phase 2 of the NorthPoint development (or when those sections of O'Brien Highway are not part of construction detour routes).

to possible geometric conditions under a North Washington Bridge detour (or a post-detour final condition) is not yet available.

Table 1 Intersection Capacity Analysis Summary (continued)

Location	Period	Movement	Future No Build Condition			Phase 1B Condition		
			v/c ¹	Delay ²	LOS ³	v/c ¹	Delay ²	LOS ³
O'Brien Highway at Land Boulevard/Gilmore Bridge	Weekday Morning	EB LT	0.58	46	D	0.78	57	E
		EB TH	0.90	61	E	0.90	61	E
		EB RT	0.23	41	D	0.25	41	D
		WB LT	0.47	31	C	0.47	31	C
		WB TH-RT	1.87	436	F	2.00	495	F
		NB LT	1.59	356	F	1.59	353	F
		NB TH	0.77	56	E	0.77	54	D
		NB RT	0.32	18	B	0.32	15	B
		SB LT	1.27	221	F	1.52	323	F
		SB TH	1.10	105	F	1.10	105	F
	Weekday Evening	SB RT	1.08	117	F	1.17	150	F
		Overall	1.43	164	F	1.52	185	F
		EB LT	2.30	644	F	1.14	132	F
		EB TH	1.24	161	F	1.24	161	F
		EB RT	0.53	40	D	0.54	41	D
	Charles River Dam Road at Museum Way	WB LT	0.61	46	D	0.61	46	D
		WB TH-RT	1.67	362	F	1.78	412	F
		NB LT	0.75	51	D	0.75	48	D
		NB TH	0.92	64	E	0.92	59	E
		NB RT	0.54	21	C	0.54	14	B
		SB LT	1.42	256	F	1.69	374	F
		SB TH	0.86	58	E	0.86	58	E
		SB RT	0.16	43	D	0.20	44	D
		Overall	1.61	166	F	1.41	144	F
		WB LT	0.58	54	D	0.82	66	E
		WB RT	0.04	40	D	0.04	36	D
		NB LT-TH-RT	0.36	8	A	0.46	12	B
		SB LT-TH-RT	0.51	10	B	0.62	12	B
		Overall	0.54	11	B	0.68	16	B
	Weekday Evening	WB LT	0.62	55	D	0.97	78	E
		WB RT	0.16	39	D	0.12	26	C
		NB LT-TH-RT	0.45	10	B	0.64	23	C
		SB LT-TH-RT	0.47	7	A	0.62	12	B
		Overall	0.51	11	B	0.76	25	C

Source: VHB, Inc. using Synchro 9 software.
 Note: Shaded cells denote LOS E/F conditions.
 1 volume to capacity ratio
 2 average delay in seconds per vehicle
 3 level of service

Project Phasing

Parcel	Phase	
	2002 FEIR	2017 NPC
S	1A	1A (Completed)
T	1A	1A (Completed)
U	1A	1B
L	1A	1A
M	1A	1A
N	1A	1A (Completed)
NorthPoint Common	1A	1A
D	1B	2
E	1B	1B (as Parcel EF)
F	1B	1B (as Parcel EF)
G	1B	1B
H	1B	1A/1B
J	1B	1A (as Parcel JK)
K	1B	1A (as Parcel JK)
C	2	1B
I	2	1A
A	2	2
B	2	2
Q1	2 (as Parcel Q)	1A
Q2	2 (as Parcel Q)	2
R	2	2
V	2	2
W	N/A	1A

NorthPoint

Cambridge, Somerville, and Boston, Massachusetts

KEY

- (A) STREETSCAPE DESIGN
(Incorporated into roadway design.)
- (B) BIKE LANES PROVIDED
(Additional lanes to be provided when roads are completed.)
- (C) BICYCLE SPACES PROVIDED
(Additional spaces to be provided when buildings and Lechmere Station are completed.)
- (D) 32 OUTDOOR BICYCLE RACKS PROVIDED
- (E) BRIAN P. MURPHY STAIRCASE
(Provides public access from bridge to NorthPoint and current and future retail space.)
- (F) WIDENED SIDEWALK PROVIDED
(Plaza created adjacent to a portion of Parcel N and bridge.)
- (G) NORTH POINT COMMON PEDESTRIAN AND BICYCLE PATHS
(Currently extends to East Street. Will be extended to Water Street.)

- (H) NORTH FIRST STREET SEPARATED BIKE LANES
(Incorporated into roadway design.)
- (I) CONTINUOUS NETWORK OF PUBLIC SIDEWALKS, TRAILS, PARKS, ETC.
(Incorporated into urban design and open spaces.)
- (J) IMPROVEMENTS AND NEW SIGNALS AT WATER STREET AND THIRD STREET
(Designed and currently being reviewed by MassDOT.)



Exhibit E
Completed Mitigation Measures



BY HAND DELIVERY

John McInerney
District Highway Director
MassDOT District 6
185 Kneeland Street, 9th Floor
Boston, MA 02111

Norm Orrall
Chief, Division of Planning and Engineering
Massachusetts Department of Conservation and Recreation
251 Causeway Street, Suite 900
Boston, MA 02114-2104

Joseph Barr
Director, Traffic, Parking & Transportation Department
City of Cambridge
344 Broadway
Cambridge, MA 02139

Re: NorthPoint Project – Update for O'Brien Highway Improvements

Dear Walter, Norm and Joe:

Thank you for speaking with us about the timing and design of traffic mitigation on Monsignor O'Brien Highway (MOB) for the NorthPoint Project.

As we discussed, neither MassDOT nor DCR will issue a permit to the NorthPoint Owner to perform one of the traffic mitigation requirements – the reconstruction of the Monsignor O'Brien Highway (MOB)/ Land Boulevard and Charles River Dam Road/ Museum Way intersections – until these intersections are no longer used by MassDOT as a detour route for the delayed Longfellow Bridge project. Since these intersections will be used for a detour route, we are requesting a change to the timetable under which NorthPoint is required to fulfill this part of the mitigation requirement. As traffic mitigation responsibilities for the NorthPoint Project were established with considerable input from MassDOT through the MEPA process and with the City of Cambridge by the issuance of a Special Permit for the NorthPoint Project, we are writing to ask for your concurrence with the timing described below.



By way of background, the FEIR filed with MEPA for the Project (EEA# 12650) included a comprehensive list of traffic improvements that were summarized in Table 5-74 of the FEIR and referenced in the subsequent FEIR Certificate issued by the Secretary of Environmental Affairs on December 16, 2002. A copy of Table 5-74 is attached to this letter for reference. The traffic mitigation approved in the FEIR assumed completion of certain roadway infrastructure improvements at various phases of the NorthPoint development build-out.

As outlined in the FEIR, improvements are to be made to the MOB/Land Boulevard and Charles River Dam Road/Museum Way intersections prior to the first certificate of occupancy in Phase 1B of the NorthPoint Project. As you know, this roadway section is currently being used as part of the detour route for MassDOT's Longfellow Bridge reconstruction. Therefore, the intersection work cannot be undertaken until the bridge work is complete and the detours have ceased.

Due to these changed circumstances, we propose that the timing of the improvements of the MOB/Land Boulevard and Charles River Dam Road/Museum Way intersections be deferred until the end of any detour and that these improvements be undertaken in connection with the development of Phase 2 of the NorthPoint project. Furthermore, we propose that if at the time DivcoWest wishes to undertake Phase 2 a detour over this section of roadway is still in place, that DivcoWest may satisfy its MEPA and Special Permit traffic mitigation requirements at the reconstruction of the Monsignor O'Brien Highway (MOB)/Land Boulevard and Charles River Dam Road/ Museum Way intersections by funding a force account in the amount of \$2,085,000, which is the construction estimate from a qualified contractor to complete the agreed upon design referenced below. We are otherwise not proposing a change in any other mitigation in this letter, and are proceeding with other required roadway infrastructure improvements in accordance with the permits for the Project.

In the meantime, this letter will also confirm that we have agreed with MassDOT, DCR and the City of Cambridge on the conceptual design of the improvements to the two intersections in question. The conceptual layout plan for the improvements is attached to this letter as Exhibit A. We collectively anticipate that the improvements will be constructed substantially in accordance with the attached plan.



Upon your review, we would appreciate if you would confirm your agreement with this proposal by signing this letter in space provided below, so that we can proceed with the amendment of the relevant permits.

Thank you.

DW NP Property, LLC

By: _____

Name: _____

Michael Carp
Authorized Signatory

Agreed to and Acknowledged:

Massachusetts Department of Transportation

By: _____

Date: 9/28/17, 2017

Massachusetts Department of Conservation and Recreation

By: _____

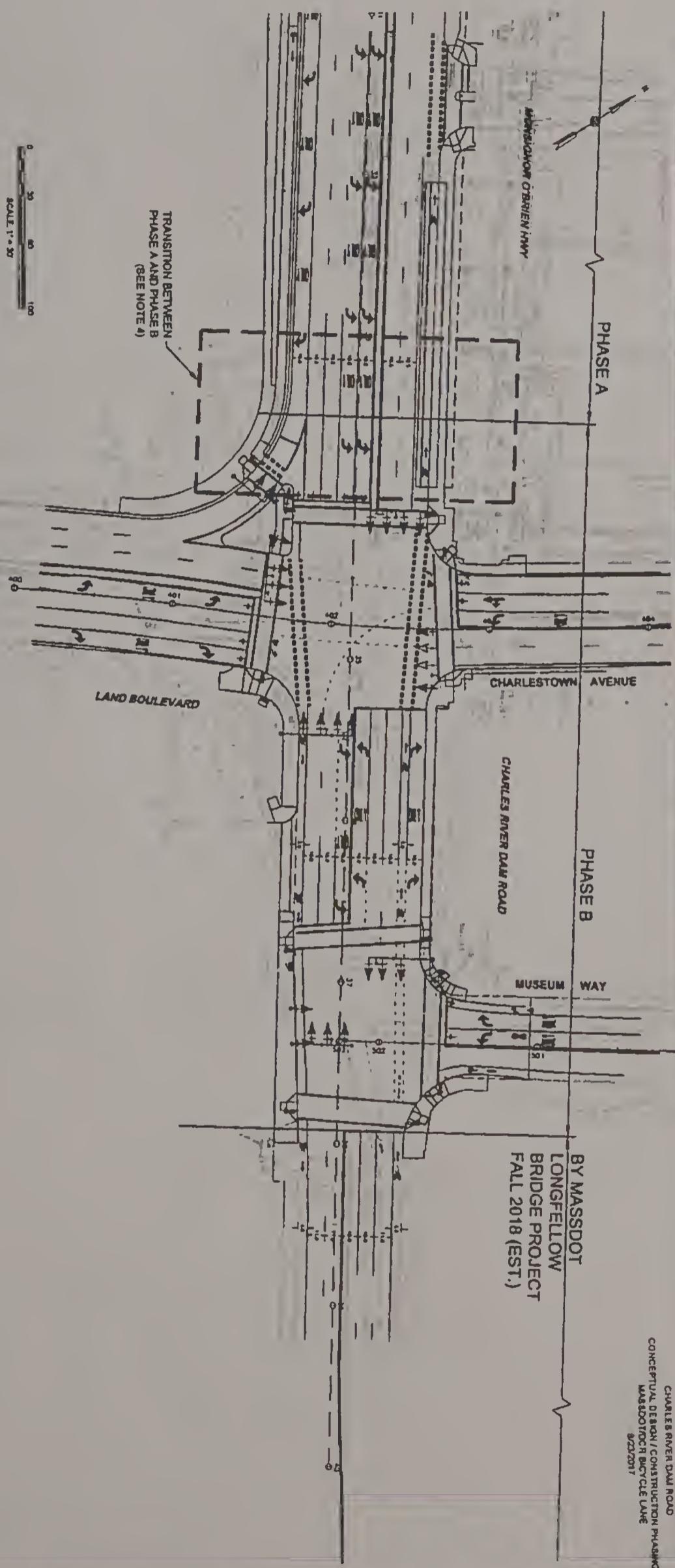
Date: 9/19, 2017

City of Cambridge

By: _____

Date: October 12, 2017

Enclosure



CHARLES RIVER DAM ROAD
CAMBRIDGE
CONCEPTUAL DESIGN / CONSTRUCTION PHASING
WASDOT/DOVIA BICYCLE LANE
• 2007

NOTES:

NOTES:

1. THIS CONCEPT DESIGN PLAN IS NOT APPROVED FOR CONSTRUCTION.
2. ANY FUTURE DESIGN AND CONSTRUCTION OF IMPROVEMENTS TO CHARLES RIVER DAM ROAD SOUTH OF THE PHASE-B LIMITS OF WORK SHALL BE THE RESPONSIBILITY OF MASSDOT.
3. FINAL DESIGN DOCUMENTS OF PHASE-B WILL BE COMPLETED AT A FUTURE DATE, IN SEQUENCE WITH THE FINAL CONDITION OF LONGFELLOW BRIDGE PROJECT.
4. INTERIM TRANSITION BETWEEN PHASE-A AND PHASE-B TO BE DESIGNED AT A FUTURE DATE DEPENDING ON THE CONSTRUCTION TIMING OF PHASE-A AND PHASE-B.

Section 5.0

Advisory Opinions

- Advisory Opinion dated August 20, 2010
- Advisory Opinion dated June 22, 2011
- Advisory Opinion dated January 9, 2013
- Advisory Opinion dated January 18, 2017



*The Commonwealth of Massachusetts
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114*

Deval L. Patrick
GOVERNOR

Timothy P. Murray
LIEUTENANT GOVERNOR

Ian A. Bowles
SECRETARY

Tel: (617) 626-1000
Fax: (617) 626-1181
<http://www.mass.gov/envir>

August 20, 2010

Martin R. Healy
Goodwin Procter LLP
Exchange Place
Boston, MA 02109

Re: Request for Advisory Opinion
North Point – EEA #12650

Dear Mr. Healy:

I am writing in response to your letter of August 13, 2010, in which you requested a determination as to whether further review under the Massachusetts Environmental Policy Act (MEPA, M.G.L. c. 30, ss. 61-62I) would be required for the project referenced above due to a Lapse of Time (as defined in the MEPA regulations, 301 CMR 11.10).

The North Point project previously underwent MEPA review and received a Certificate finding that the Final Environmental Impact Report (FEIR) submitted for the project adequately and properly complied with MEPA on December 16, 2002. The FEIR was noticed for public availability in the November 9, 2002 edition of the Environmental Monitor.

As described in your letter and as reflected in the attachments provided, subsequent to the issuance of the Certificate on the FEIR, the project proceeded to acquire state and local approvals to construct the project, including obtaining a Comprehensive Special Permit from the City of Cambridge on April 15, 2003, and a Chapter 91 License from the Department of Environmental Protection on February 24, 2006. The project obtained a building permit for “Sierra” (a 99-unit, 9-story residential tower) on August 24, 2005 and a building permit for “Tango” (a 230-unit, 12-story residential tower) on November 10, 2005. According to your letter, both Sierra and Tango began construction in 2006 and are now open and occupied. The project has also completed work related to drainage infrastructure, as well as the installation of streets, sidewalks, sewer, water and other utility services in and around the Sierra and Tango buildings.

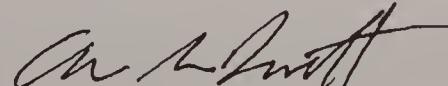
Under the MEPA regulations at 301 CMR 11.08(10), a project proponent is required to notify the MEPA office upon Commencement of Construction for any project for which the Secretary required an EIR. Under corresponding provisions of the regulations at 301 CMR 11.10(2), a Notice of Project Change is required if a notice of Commencement of Construction is not received within three years of the notice of availability of the FEIR (provided that construction has not thereafter been suspended for more than three years), unless there is a commencement of non-construction related work or activity, including expenditure of funds for final design property acquisition, or marketing, provided that the proponent has continued to take major steps in a continuous sequence to advance the project. Section 11.10(3) of the regulations provides that a new Environmental Notification Form (ENF) is required under those same circumstances if more than five years have elapsed.

The MEPA files for this project do not reflect that a notice of Commencement of Construction was ever provided in accordance with 301 CMR 11.08(10). Nonetheless, it is clear from the information provided in your letter that non-construction related work or activity, as defined in the MEPA regulations, did in fact commence within three years of the notice of availability of the FEIR (in this case, prior to November 9, 2005). Specifically, the proponent's efforts to obtain a Comprehensive Special Permit and the building permits for Sierra and Tango constitute prior to November 9, 2005 commencement of non-construction related work or activity. Based on the information provided in your letter, I also find that the proponent has continued to take major steps in a continuous sequence to advance the project, as evidenced by the ongoing work being undertaken today. In addition, I find that physical construction work or activity appears to have begun some time in 2006 and is ongoing, such that Commencement of Construction in fact occurred shortly after the three year time frame and that there has not been any suspension in construction of greater than three years.

Consequently, I find that the project did in fact commence non-construction related work or activity within the required time frame, and that no Notice of Project Change or new ENF is required under the Lapse of Time provisions of the MEPA regulations.

Please contact me if you have any further questions concerning this matter.

Sincerely,



Alicia McDevitt
Assistant Secretary



*The Commonwealth of Massachusetts
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114*

Deval L. Patrick
GOVERNOR

Timothy P. Murray
LIEUTENANT GOVERNOR

Ian A. Bowles
SECRETARY

6/23/11
FILE COPY
B

Tel: (617) 626-1000
Fax: (617) 626-1181
<http://www.mass.gov/envir>

June 22, 2011

Thomas N. O'Brien
The HYM Investment Group
One Congress Street, 10th floor
Boston, MA 02114

Re: Request for Advisory Opinion
EEA #12650 – North Point – Cambridge, Somerville and Boston

Dear Mr. O'Brien:

I am writing in response to your letter of May 18, 2011, in which you requested an Advisory Opinion pursuant to 301 CMR 11.01(6) which concurs that revised responsibility for mitigation measures associated with the NorthPoint and Green Line Extension projects and future development activities (phasing, building siting) on the NorthPoint site do not require a filing of a Notice of Project Change (NPC) under the Massachusetts Environmental Policy Act (MEPA). As allowed under 310 CMR 11.01(6)(c), this Request for Advisory Opinion was noticed in the May 23, 2011 Environmental Monitor and subjected to a 20-day public comment period.

The Request for Advisory Opinion and accompanying documentation indicates that due to a variety of reasons, including market conditions and litigation, the schedule for overall development has slowed down and, therefore this necessitates a shifting of mitigation implementation responsibilities with the Commonwealth. Notably, the Commonwealth has assumed responsibility for certain infrastructure improvements previously included in the NorthPoint project, and the NorthPoint owners have provided certain land exchanges in lieu of such improvements. A table was attached to the Request for Advisory Opinion outlining the mitigation commitments for NorthPoint and the Green Line Extension (EEA no. 13886) in their respective MEPA filings and updated responsibilities for implementation of specific infrastructure improvements. This table also serves as an update to each projects' MEPA file with the current mitigation commitments associated with these projects. As demonstrated in your correspondence, the proposed changes regarding mitigation implementation responsibilities are not anticipated to create significant environmental consequences as outlined in Section 11.10(6) of the MEPA regulations. It is my understanding,

based upon verbal communication with the NorthPoint Proponent, that physical improvements to Cambridge Street for pedestrians and vehicles, in addition to signal timing modifications, will be made by the NorthPoint Proponent as previously agreed upon in connection with the NorthPoint project.

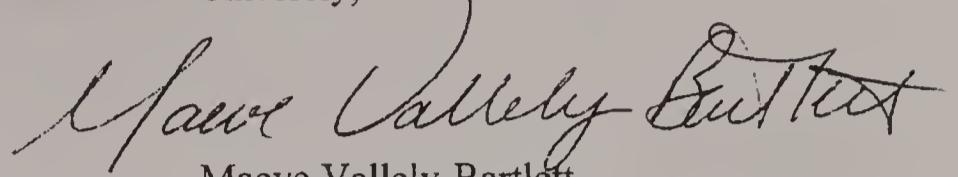
In your letter, you reference the history of NorthPoint's MEPA review, which concluded with the submission and determination of adequacy of a Final Environmental Impact Report (FEIR) in 2002. Portions of the project have been completed, including the park system at the center of the plan and the completion of buildings Sierra and Tango. In 2010, a new development team, CJUF III NORTHPOINT, LLC, comprised of affiliates of the HYM Investment Group LLC, The Canyon-Johnson Urban Funds, Atlas Capital Group LLC, and Pan Am Railways became the new proponent of the NorthPoint project. A statement in your letter notes that this new NorthPoint Proponent intends to develop the project in a manner substantially similar to the previously reviewed mixed-use NorthPoint project in terms of overall density and general mix of uses; prior MEPA review indicated that the project would include up to 5.2 million square feet (sf) of mixed-use space. Your letter indicated that there may be some differences in phasing due to market conditions, and some buildings may be relocated within the site.

I remind the proponent that as part of the NorthPoint FEIR, mitigation measures were outlined in an effort of avoid, minimize or mitigate potential Damage to the Environment associated with the overall NorthPoint project. Many of these mitigation commitments were tied to project phasing milestones (classified as Phase 1A, 1B, and Full Build) for implementation. While I remain confident that the overall package of mitigation measures presented in the FEIR remains suitable to offset the potential environmental impacts of the project, potential shifting in phasing, or re-alignment of project components within project phases, may necessitate a re-prioritization of individual mitigation measures to be implemented. However, I cannot, as part of this Advisory Opinion, determine whether these potential phasing or layout modifications can be implemented in a manner consistent with the FEIR Certificate issued for the project. Therefore, as project design is further refined, the NorthPoint Proponent should consult the requirements of 301 CMR 11.10(6) to determine if these potential differences or minor modifications may require further consideration under MEPA.

Therefore, I hereby determine that no additional MEPA review is required for the revisions to the responsibilities for implementation of mitigation measures associated with the NorthPoint and Green Line Extension projects, except in the case that either Proponent (i.e., NorthPoint or the Commonwealth) proposes a material change prior to the taking of all State Agency Actions, as noted in the MEPA regulations at 301 CMR 11.10(1). Absent that, the submission of a new ENF or NPC is not required.

Please contact Holly Johnson of the MEPA Office, at (617) 626-1023 if you have any additional questions concerning this matter.

Sincerely,



Maeve Valley-Bartlett
Assistant Secretary

Comments Received:

06/12/2011 Stephen H. Kaiser

cc. Katherine Fichter, MassDOT



The Commonwealth of Massachusetts
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114

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January 9, 2013

Richard D. Rudman
DLA Piper LLP
33 Arch Street, 26th floor
Boston, MA 02110-1447

Re: Request for Advisory Opinion
EEA No. 12650 – NorthPoint Mixed Use Project - Cambridge

Dear Mr. Rudman:

I am writing in response to your letter of January 2, 2013, in which you requested an advisory opinion that recent changes to the master plan for the NorthPoint Mixed Use project are not material changes for the purposes of MEPA (301 CMR 11.00) and will not require the submission of a Notice of Project Change (NPC). The Certificate on the Final Environmental Impact Report (FEIR), issued on December 16, 2002, concluded that the project adequately and properly complied with the Massachusetts Environmental Policy Act (MEPA) (G.L. c.30, ss. 61-62I) and with its implementing regulations (301 CMR 11.00).

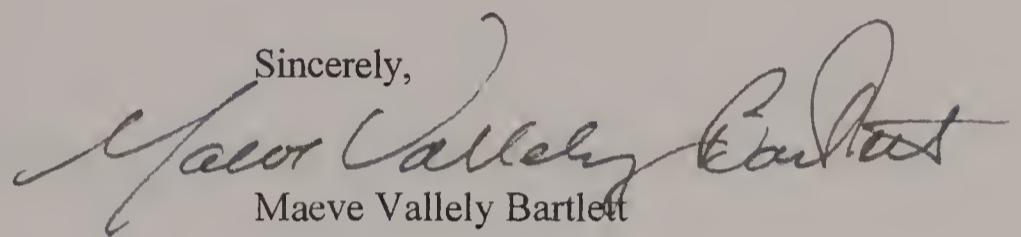
As noted in your correspondence, the project is a mixed-use project consisting of approximately 5,245,000 square feet (sf) of residential and commercial space located on approximately 45 acres of land located principally within the City of Cambridge with portions of the site located in Somerville and Boston. Proposed changes to the project's master plan include:

- the provision of an additional two acres of open space;
- an increase in height for five residential buildings and one commercial building from 150 feet to 220 feet;
- creation of a retail plaza close to the location of the proposed new Lechmere Green Line Station; and
- a change in the location of some residential and commercial buildings to locate more residential space adjacent to the NorthPoint Common Park.

The revised master plan does not increase the amount of previously reviewed and permitted development, change the overall amount of residential, commercial or retail spaces that may be developed, change the amounts of these types of development that may be constructed during any phase of the project, or significantly increase environmental impacts such as traffic trips, wastewater flows, etc. Proposed modifications also include changes to the internal roadway network to better accommodate the proposed relocated Lechmere Green Line Station. These internal roadway changes will not result in changes to the travel patterns or modes of access to NorthPoint and none of the proposed project modifications require changes to, or additional provision of, previously approved traffic mitigation requirements. No new State Agency Actions are necessary to facilitate these proposed master plan revisions.

Therefore, I hereby determine that the proposed revisions to the NorthPoint master plan do not constitute a material change and an NPC is not required to implement these design revisions. Please contact Holly Johnson of the MEPA Office, at (617) 626-1023 if you have any additional questions concerning this matter.

Sincerely,



Maeve Valley Bartlett
Assistant Secretary



*The Commonwealth of Massachusetts
Executive Office of Energy and Environmental Affairs
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January 18, 2017

Peter Tamm, Esq.
400 Atlantic Avenue
Goulston & Storrs
Boston, MA 02110-3333

Re: Request for Advisory Opinion
North Point Mixed Use Project – Cambridge, Somerville and Boston (EEA# 12650)

Dear Mr. Tamm:

On behalf of Secretary Beaton, I am responding to your letter of December 8, 2016 in which you requested a determination as to whether additional review under the Massachusetts Environmental Policy Act (MEPA) would be required for the project referenced above. I requested additional information to support a determination which was provided on December 22, 2016.¹ Your letter indicates that you are representing DW NP Property, LLC, an affiliate of DivcoWest (the Proponent). You have requested confirmation that further MEPA review would not be required based on provision of State Financial Assistance for financing of previously identified infrastructure improvements associated with the North Point project.

The project consists of a mixed-use master-planned development. It was proposed to be constructed in phases and is anticipated to be completed by 2030. The project was the subject of extensive MEPA review that concluded with the issuance of a Certificate on the Final Environmental Impact Report (FEIR) which found that the FEIR adequately and properly complied with MEPA. MEPA had full-scope jurisdiction over the project because it required a Land Transfer.

Subsequent to the issuance of the Certificate on the FEIR, the project acquired State and local approvals to construct the project, including, but not limited to, obtaining a Comprehensive Special Permit from the City of Cambridge on April 15, 2003, and a Chapter 91 (c. 91) License from the Massachusetts Department of Environmental Protection on February 24, 2006. Portions of the project have been completed including: construction of three buildings, installation of streets, sidewalks, sewer, water and other utility services in and around completed buildings; and construction a park system.

¹ Email from Peter Tamm dated December 22, 2016.

Three Advisory Opinions regarding the project have been issued by the MEPA Office. These Advisory Opinions included a determination that a Lapse of Time had not occurred between the issuance of the Certificate on the FEIR and the commencement of construction (August 20, 2010); a determination that revisions to the responsibilities for implementation of mitigation measures did not require further MEPA review (June 22, 2011); and a determination that modifications to the Master Plan did not represent a material change (January 9, 2013).

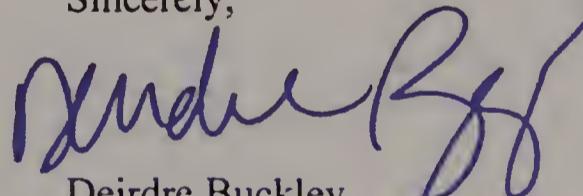
The Proponent is seeking Infrastructure Investment Incentive (I-Cubed) funding from the Executive Office of Administration and Finance and the Massachusetts Development Finance Agency. If the Proponent's application is approved, the funding would support the construction of on-site roadways, pedestrian connections and the Gore Street Sewer Connection. Your letter indicates that these improvements were contemplated and analyzed in the FEIR and that the provision of funding will not modify the proposed development program or construction schedule.

Based on the information contained in your letter, I hereby determine that the provision of State Financial Assistance, in the form of I-Cubed funding, does not require additional MEPA review. In addition, I concur that this funding would not confer additional MEPA jurisdiction over the project because it was previously subject to full-scope review.

Your letter acknowledges that as the Proponent proceeds with planning and development of the project, there may be changes to the master plan and development program. This determination is limited to the provision of Financial Assistance. It does not extend to other aspects of the project or address potential project changes that could require a Notice of Project Change pursuant to 301 CMR 11.10. I expect that the Proponent will consult with the MEPA Office if and when changes are proposed.

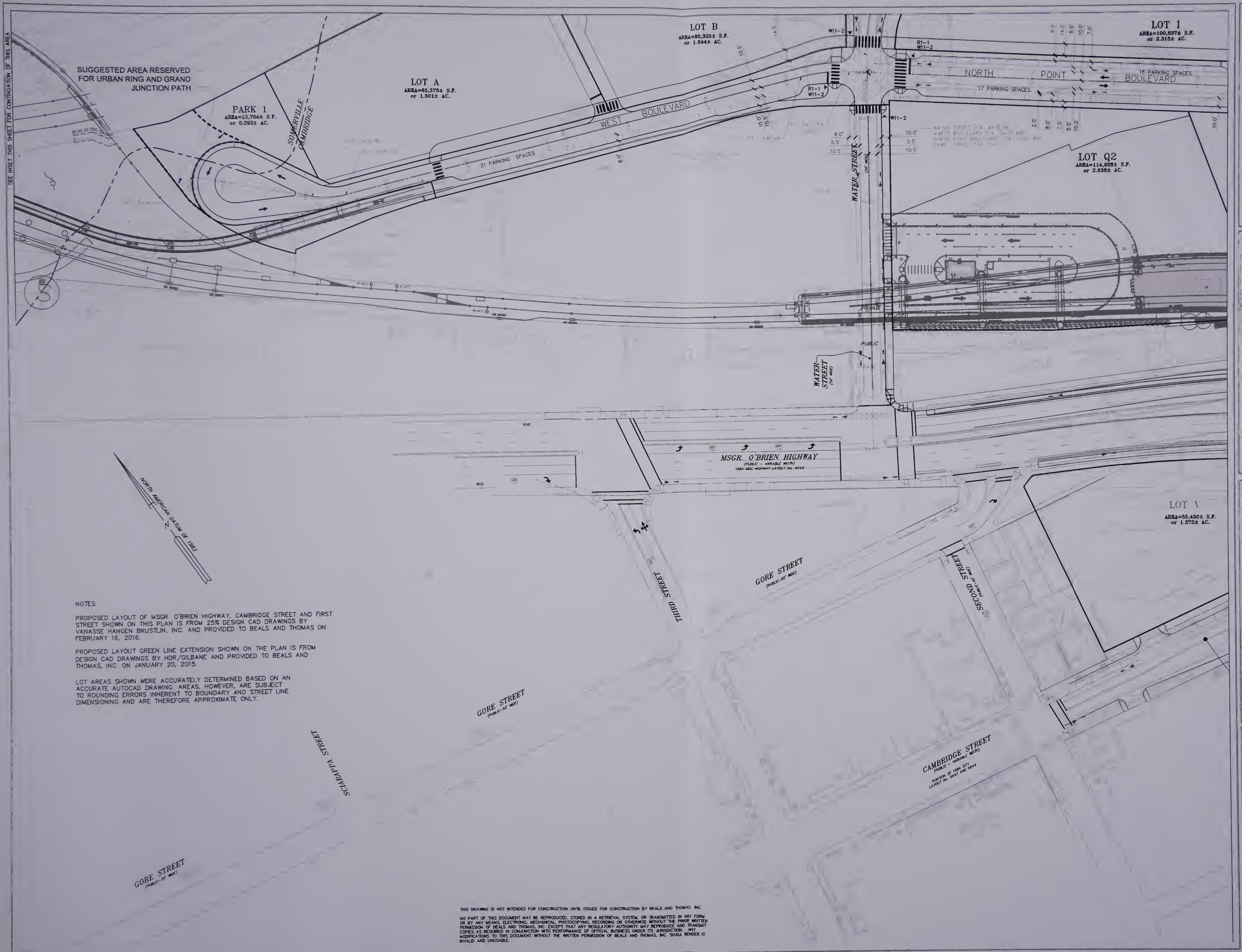
Please contact me at (617) 626-1044 if you have any questions concerning this matter.

Sincerely,



Deirdre Buckley
Assistant Secretary

Section 6.0
Plans
Roadway Plan



PREPARED FOR

DW NP PROPERTY, LLC

One Kendall Square
Suite B3201
Cambridge, MA 012139

LOCUS MAP
SCALE NTS

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Land Surveyors • Planners •
Environmental Specialists

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3
2
1 07/07/2016 FINAL DEVELOPMENT PLAN
0 04/05/2016 SPECIAL PERMIT AMENDMENT #6
ISSUE DATE DESCRIPTION
DES DWN CHKD APPD

PROJECT

**NORTH POINT
IN CAMBRIDGE AND
SOMERVILLE, MA
(MIDDLESEX COUNTY)**

**AND BOSTON, MA
(SUFFOLK COUNTY)**

SCALE: 1" = 40' DATE: APRIL 5, 2016

METERS
0 5 10 25
FEET
0 20 40 60 120

**QUAD 3
ROADWAY NETWORK
SCHEMATIC PLANS**

B+T JOB NO 2084-02
B+T PLAN NO
2084-02-2358-004

4



somerville
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